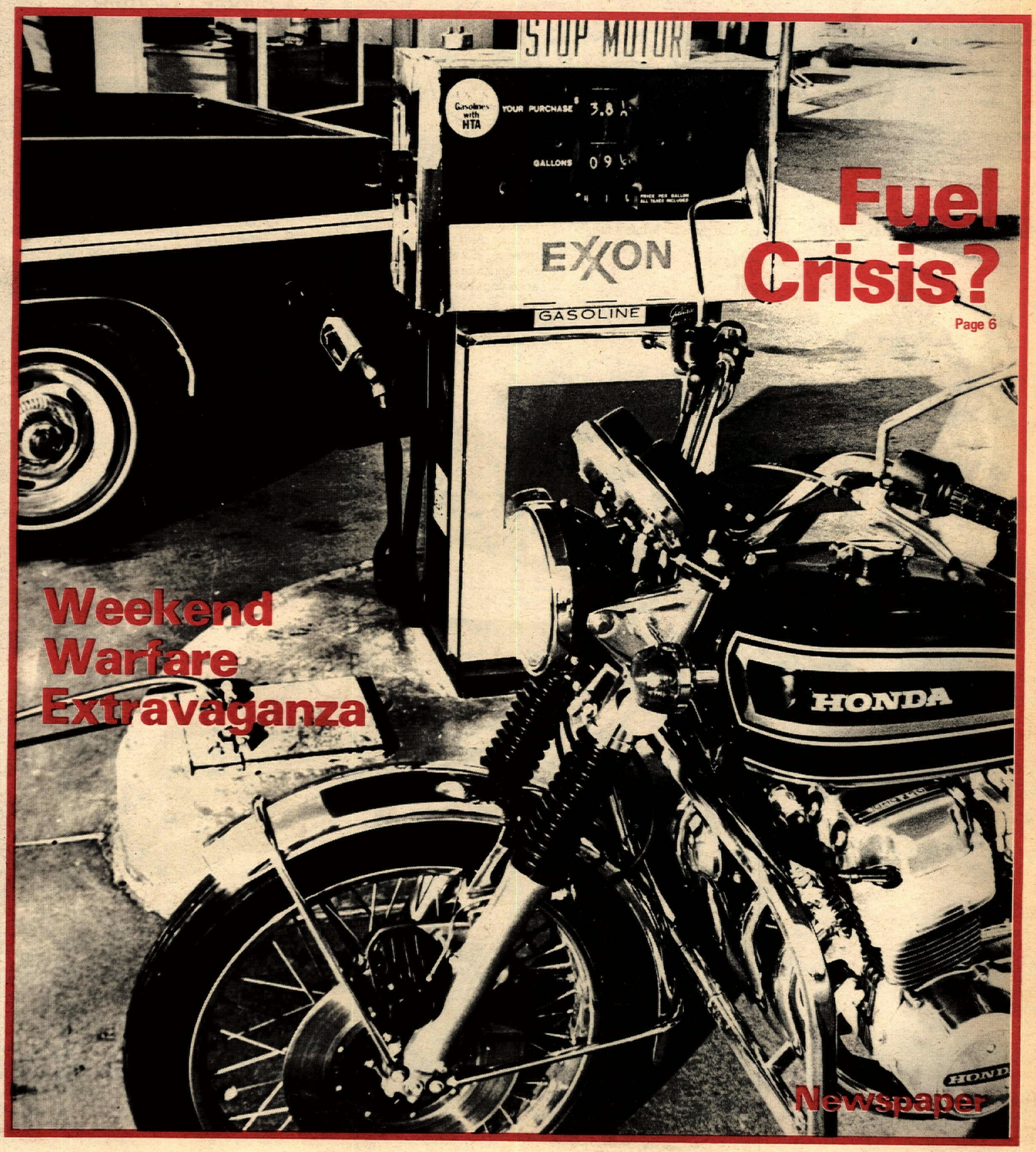
CYCLE NEWS

WEST

Volume X : Number 46 : November 27, 1973 50¢



Fuel Crisis?

Page 6

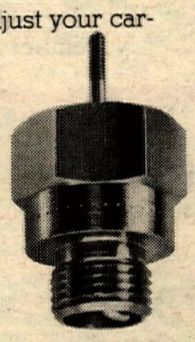
Weekend Warfare Extravaganza

Newspaper

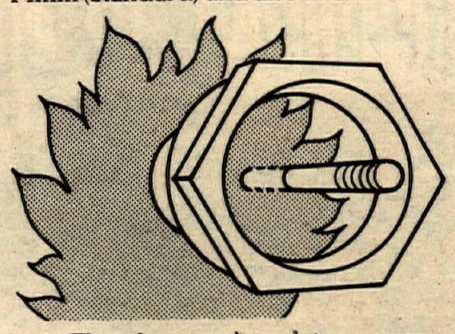
Colortune

lets you look inside your running engine

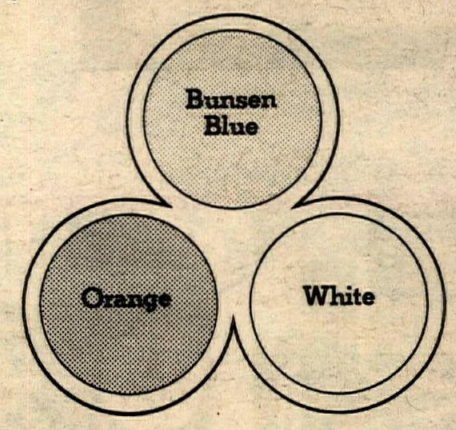
Colortune is the spark plug that lets you see into the cylinder while it fires. Actually see internal combustion as it happens. And while watching, you can adjust your carburetor. Literally 'color-tune' it in to the perfect fuel/air mixture. Tuning with Colortune is fast, easy and accurate. Colortune takes all the guesswork out of tuning your carburetor.



Credentials: In Europe where Colortune has been available for the past 6 years, Chrysler and Toyota recommend it as a service tool in their service manuals. Colortune is also recommended by Mazda, MG, Triumph, Jaguar, Austin, Daimler, and Rover. During this special introductory period Colortune can be obtained direct from Alsport Distributing Company. Later, Colortune will be available only at your local dealer. Colortune comes in 14mm (standard) and also 18mm.



1) The glass insulator lets you see right through a Colortune spark plug and into the cylinder while it fires.



2) If the flame is orange, you're running too rich. If the flame is white, you're running too lean. All you do is adjust your carburetor 'til the flame burns bunsen blue. Bunsen blue indicates the perfect fuel/air mixture. And that means better gas mileage, less air pollution, reduced maintenance and the best performance your engine can put out.

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VOICES OF THE WEST

On Ducks and Other Novices

Some months ago you made a statement that The Phantom Duck of the Desert and Mrs. Wallis Weatherwax were one and the same person.

No way, Papa Wealey. You were wrong on that one and I think a printed correction is in order. The real Phantom Duck of the Desert is still fighting for the cause of the lowly unknown Novice.

NEWS FLASH: The Phantom Duck of the Desert has finally located a District 37 club who will dare to be different. And God bless them!

Soon after the first of the year you can look for a District 37 point run, that's right, a point run, where the Novices will start at the same time as the Junior-Experts. *Will a Novice win first overall?*

Remember, Novices outnumber the Amateur-Experts 10 to 1. Novices buy more copys of Cycle News. Desert Novices sell Cycle News copys. Try it. You have made good recent improvements in your paper, but you need more Novice coverage.

More later.

THE PHANTOM DUCK OF
THE DESERT

So sorry, Uncle Ron

Sorry, Ron Schneiders, but I can't sympathize with your sniveling comments about the difficulties of being a reporter at the ISDT.

First, you are allegedly a "professional" and professional reporters don't go about publicly whining about being bullied by mean ol' officials who make a job tough – excluding those covering Chilean coups.

Second, I was able to wander around the Parc Ferme all week without any special credentials and had no trouble getting all the photos and information I wanted. I was prodded out of the work area many times; many times I returned to be politely prodded out again, but not before many important photos were taken and questions asked. Secret: always act like you know what you are doing, be pleasant and obey officials' requests, and fer gawd's sakes don't bawl and blubber if you can't have your way. In other words, be inconspicuous as possible and powers-that-be will find it boring to hassle with you, if they don't forget you outright.

Tape this corny bromide to your forehead, Ron: "A good reporter doesn't need press credentials."

TOLEDO HANSEN
Placerville, Calif.

Shock Rebound

May we take issue with the way that you conducted your *great Cycle News* Shock test, in that the riders knew which shock was on the motorscooter before they tested it. Obviously it would be quite difficult to conduct an impartial test when the riders knew which shock was installed on the bike. The items that make the Koni a trick shock are the triple lip seal and adjustable dampening to compensate for wear. Consider this: The internals on the Koni and on the stock shock for the XL-250 Honda are identical except for the dampening adjustment feature, and I don't know anybody who will give a Japanese shock a "5" rating no matter what brand they copied.

When my Husky was new I secured a set of Curnutts for it and tried my own comparison test. I feel that my test was somewhat unbiased in that I had just stepped off a Gold Star and a two-stroke was a very new experience. I made three shock change cycles in an afternoon and everytime upon installing the Girlings the handlebars would try to pull out of my hands upon hitting the first bump. The Curnutts would not exhibit this tendency at all. For your information the Gold Star was equipped with Konis, which only worked up hill wicked on.

TOM SCOTT
Dr. Scotty's Bike Clinic
Milwaukie, Ore.

Since Huetter and Schoonmaker did the wrenching as well as the riding, it was inevitable that they "knew" which shock was on the bike but this did not affect the impartiality of the test. We had no idea which would work best on a DT-1. As to your comment on Japanese shocks, we would be tempted to give Honda CR125M shocks a "5" – as they work on that bike. We didn't test ride a Husky or a Gold Star but a lot of people seem happy with the Girling shocks on their Husqvarnas. As you said, a two-stroke was a new experience for you...Ed.

High School MXers Unite!

I would like to know of any information that you can give me about starting a motocross at our high school, like the names of other high schools that have had motocrosses, especially the ones in SoCal.

I go to David Starr Jordan in North Long Beach and we have been trying to get one started since last year. All we have to do is convince the school officials that other schools have had motocrosses and that it has worked.

MXER
JIM BELL
109 Falcon Ave.
Long Beach, Calif. 90805

The two school motocrosses that we've covered were at Inglewood High and Junipero Serra High in Gardena. You could get some information from the officials of these schools we're sure. You might get further support from other students who have successfully organized motocross events at their schools. How about it, readers?...Ed.

Thumpers Forever!

In your October 30 issue Papa Wealey mentions that Eric Cheney cannot afford to send John Banks to ride the Cheney/BSA in all the world championship rounds next year. There is also mention that John hopes the rest of the money needed will come from a special fund set up to sponsor him and the only 4-stroke still competing in World Championship MX.

Please keep your readers informed about this special fund. I'm sure many of your readers would be happy to donate a few bucks to the great cause; I know I will.

DENNIS MESSA
Sacramento, Calif.

A Letter From the Pres

If there was ever a perfect time to buy a new motorcycle, that time is now, before the end of 1973. Prices of new 1973 motorcycles are extremely low, as much as one-third less than list price now, as dealers and distributors try to turn their inventories into cash.

Why are prices so low right now? The new models for 1974 will not be much different from the '73's, so it is not a case of dumping motorcycles before they go out of style. The main reason for the bargains in your dealer's showroom is the high cost of money. In an effort to control inflation, the government has raised interest rates sky-high. Businessmen are selling their inventories at a considerable loss to free the money they are paying this high interest on.

What this means is bargain-time for motorcycle buyers. Prices of 1974's will be as much as 20% higher in most cases, owing to dollar devaluation, high interest rates, higher tariffs and the genearl inflation. There will never be a better time to save money on a new bike purcahse than November and December of 1973.

Ironically, the average person is trying to fight inflation by not spending his shrinking dollars, when he would be much better off buying things of value (like bargain-price new motorcycles), rather than keeping his money in the bank. No bank or savings and loan account in the world pays enough interest to keep up with the current 7% rate of inflation. By saving your hard-earned dollars, you are actually losing money!

There is no better investment at this time than a new motorcycle. By all indications, gasoline rationing will be a fact of life in the coming year, along with, according to government experts, dollar-a-gallon gas prices. This will mean that motorcycles of every type will be pressed into transportation use, because of their economical appetites.

Don't trade in your used motorcycle when you buy that new one. Used bike prices are even more depressed now than new ones. Hang onto it. Your used bike will probably never be worth less than it is now, unless it is a terrific gas-guzzler.

BUY THAT NEW MOTORCYCLE BEFORE CHRISTMAS.

CHUCK CLAYTON
President
Cycle News, Inc.

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Barstow to Vegas

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Is the rent due? Is it your birthday? Did they cancel the Turkey Meadows Observed TT?

COVER: What will your choice be when it costs you $20 to fill your car's gas tank and you are allowed to do it once a week? Street bikes get about 40 miles per gallon. Huetter photo.

CYCLE NEWS

America's No. 1 Weekly Motorcycle Newspaper

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THE 1974 CARABELAS

Are Winning Races and Proving Their Quality!

Second 125 - Baja 1000 - 1973

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CYCLE NEWS

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Dealer Inquiries Welcome

Does this sound expensive to you? Well have we got good news for you!

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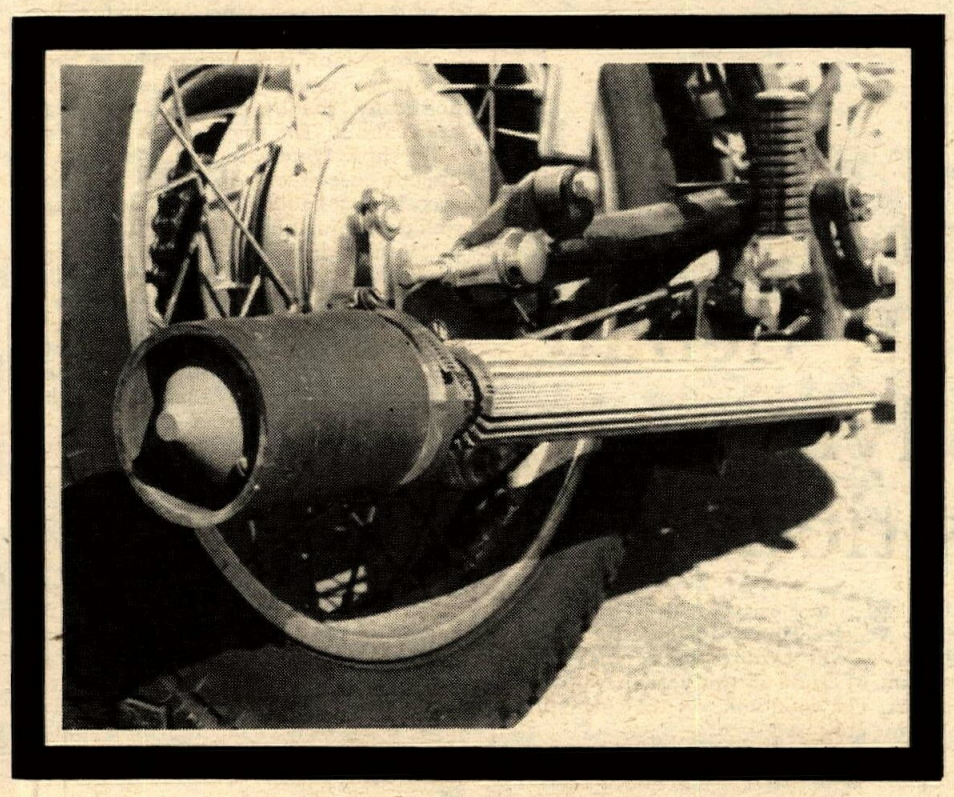
THE LATEST POOP BY PAPA WEALEY



This is an experimental muffler installed on a Yamaha 650. It is manufactured by Murphy Muffler Inc., located in Los Angeles. According to Mike Murphy, if the engine is tuned for use with the muffler, a 10% horsepower increase can be had with the system. At idle, it sounds quieter than stock, and we were amazed at the low sound level even when rolling. We don't know how it works, exactly, but it does. Both Yamaha and Kawasaki are experimenting with the system, on both four and two-strokes.

Promoter Mike Plunkett has reportedly bought up a six month lease on the Baymare motocross course and will apply for a National Championship round to be held there. District 37 clubs throwing points-paying motocrosses will also be able to have their events at Baymare. Don't forget the water truck(s).

A new Cycle Park with an old name has opened 12 miles east of Bakersfield on Highway 178. The name is Rio Bravo Raceway, like the Rio Bravo Cycle Park in Texas. They had their first motocross this past weekend.

For a number of years riders of small displacement road racers have been unhappy that, after putting a good deal of work into their GP bikes, they're only allowed to ride six or eight laps at local road races. But now the ACA is planning a "100 mile Championship Lightweight Grand Prix" to be run at Willow Springs in the early part of next year. GP bikes only. More info may be had by contacting Aaron Zimmerman at 213/691-8822.

We dropped by the Specialty Equipment Manufacturer's Association (SEMA) show at the Anaheim Convention Center and noticed, when we could tear our attentions away from the well developed young ladies, that quite a few motorcycle accessory manufacturers were in attendance and that more and more auto (fuel-eating old things) accessory manufacturers are getting into the bike-bits racket. You are beginning to swing quite a bit of economic weight, you know.

Something that may be successful in these days of dirty air and lack of gasoline is the six stroke engine. This engine has the normal four strokes (intake, compression, power, exhaust), but then has a little bit of water injected into the combusion chamber which turns to steam, adding another power stroke. It's cleaner, less demanding of gas, and runs cooler, we hear.

We are pleased to announce that Steve Bridge rode with Lynn Wilson and Mary McGee in completing the recent Baja 1000 rather than Bobby Wilson as was indicated in the riders list and reported in our story. We also did not mean to imply that Lynn wasn't a fast lady, er...that is...well...

It's becoming increasingly clear that, like in any other form of competition we can think of, a Baja win favors the rich. For instance, the "three riders" rule might in fact be two riders with one of them taking a rest and then flying to the designated checkpoint to finish the ride if he has an airplane or, conceivably, trading off twice. How are you going to control it? Should the BSC try to?

The phone calls that always blow our minds are the ones like the one from the guy who finished 14th 250 Beginner in a recent race and was upset because his name as it appeared in our results section had the wrong middle initial.

Don't let anybody tell you that Cycle News doesn't support the sport. The other day one editor went out to Saddleback with Roger DeCoster and bought him a fish sandwich at one of the burger stands on the way. Cycle News agreed to pay for half.

NO, BUT I'LL BET YOU FIVE BUCKS THAT HE'LL BEAT SYLVAIN GEBOERS OVER THERE: There's another good story that comes out of our staffer's trip to Saddleback with DeCoster and Sylvain Geboers. About the only other riders out there were a bunch of little kids who kept coming up and asking if that was really Roger DeCoster out there. Eventually one little three and half foot tall rider swung a leg over his SL-70, kicked it to life, and turned to his friends. "I'm goin' out there to tangle with 'em," he said grimly, and set out the wrong way down the course.

We've gotten a couple of calls from folks wondering where they can get the KONI 80-D shocks that came out on top in our shock test. The only place that we know of that carries them is Pacific Customs in Burbank. Unfortunately they just stopped carrying KONIs, but they have a bunch left. Hurry.

It's sort of ironic that motocross is so popular in Southern California because there are so many things going against it, mostly poor courses and huge crowds, making for short motos and poor track conditions. There are only three courses that qualify as good motocross courses within a two hour drive of our offices; Baymare, Arroyo, and Rawhide – and all of them are in financial trouble. Carlsbad is okay, but it is not maintained as well as it needs to be. Southern California motocrossers could make an enlightening summer vacation out of a racing tour through other parts of the country, stopping to race in events outside of their usual sphere. Might find that you're missing something.

Everybody is getting on the Wankel bandwagon, but it may be too late. Apparently, contracts signed with Mazda put the ceiling on horsepower at 80 for motorcycle applications. Suzuki showed their twin rotor RX5 at the recent Tokyo Motorcycle Show. If the bike is released in the form shown, we're afraid that it's going to be a resounding failure. The bike is generally overstyled with one of the most outlandish instrument panels imaginable. The engine, too, is pretty awful to look at. It is very busy with the added visual burden of water cooling. Furthermore, the Wankel is a "dirty" engine and may meet with smog problems.

The AMA has decided to have a final, unofficial Trans-Am in Hawaii on December 9 with a $10,000 purse, and the whole staff is fighting over who gets to cover it.

Tony Jefferies, one of England's top road racers, was permanently paralyzed from the waist down in a crash at Mallory Park.

Do you realize that if Prez Nixon's 50 MPH top speed recommendation is carried out a Kawasaki 903 will be able to exceed it in every gear?

John Banks may race a Cheney framed Honda four-stroke next year. The engine will be prepared by Pop Yoshimura.

The ABC television network has announced that the videotape broadcast of the United States Grand Prix Motocross held at Carlsbad, California, June 24, will be shown on the network's "Wide World of Sports" program Saturday, December 8. The program will be aired at 5 p.m. EST, 4 p.m. CST, 3 p.m. MST and 5 p.m. PST.

Three representatives of the American Motorcycle Association were elected to committees of the Federation Internationale Motocycliste (FIM) at the international motorcycle sanctioning body's recent Congress in Madrid. Bob Hansen, AMA vice-president, was named to the road racing committee; Gene Wirwahn, AMA legislative director, was named to the track racing committee; and Ed Youngblood, the AMA's acting executive director, was named to a position on the technical committee.

In response to increasing pressure from environmentalists, the FIM technical committee has instituted studies on the subjects of low lead fuels, exhaust emissions and limitations of fuel supplies.

Bill Boyce, AMA manager of professional competition, reports the difficult job of licensing more than 4,000 AMA professional racers has gotten underway again. Licensing procedures have been changed this year to require that riders be licensed separately for the various forms of racing such as dirt track, road race, motocross, etc. Riders now apply for their initial license for that area in which they anticipate their major racing activity. They may then apply for so-called "add-on" license at a cost of $10 per license. Purpose of the new system is to provide the machinery to place a rider in a classification commensurate with his ability in each type of competition. Applications for 1974 licenses were mailed November 1 to the more than 4,000 riders licensed in 1973.

In case you didn't notice it in last week's issue, all motorcycles, in fact all wheeled vehicles, have to have a license plate or a green stickie if they are to be ridden anywhere in California or carried in a van or trailer. We wonder what effect this is going to have on bikes brought in from out of state. To begin with, you can't get a green stickie until you get to a DMV office, which you have to enter the state to do. Secondly, the DMV probably won't issue you a green stickie unless you have a California address. The guy who is just passing through the state with his bike in his van stands a chance of really getting screwed. It doesn't seem very sensible to us.

Joe Petrali won about 60 National Championships back in the 1930's. One year Joe actually won all the Nationals. Of course, there were quite a few less events in those days. Petrali was a close friend of Howard Hughes and was flight engineer on the only flight of the ill fated "Spruce Goose." Last week we received the sad news that Joe Petrali, one of America's motorcycling greats, died of a heart attack in Casa Grande during a Buick economy run.

The Rainier beer folks were heavily involved in the advertising for and of the TransAm at Puyallup, Wash. last week. They are getting more interested in motocross in an apparently sincere, no-nonsense way and their beer isn't half bad either. It's what most everybody in Tumwater actually drinks. Not to mention Puyallup or Nisqually.

One good way to digest Thanksgiving dinner would be to wander around CYCLEXPO at the Los Angeles Convention Center, open 11:00 a.m. to 11:00 p.m. Thursday through Saturday, and 11 to 7 on Sunday.

Evel Knievel is usually a one-man parade, but this year he'll ride in Macy's Thanksgiving Day Parade in New York. Rumors that he plans to jump the Empire State building are unfounded. Channel 4 will televise the festivities at 9 a.m. on Thanksgiving.

Opinion

Crisis is a state of mind... and money

By John Huetter

Richard Nixon (President pro tem – US) has proclaimed it, Senate committees are studying it, Governors are taking positions and

making plans for it and you may suffer because of it. The term people are using to describe "it" is "The Energy Crisis". What "it" also is, is a potentially cruel and expensive huckstering of the American people. Our country functions mainly on the energy from petroleum products so this fuel, or lack of it, becomes the most critical part of a general energy crisis. In fact, that's what the current flap is all about. No gasoline. In a nation dependent on personal transportation and internal combustion engines in its daily work life, that is serious. It would really be serious if there were an actual shortage of petroleum fuels. Where the sport and industry of motorcycling are concerned, the talk and pre-emptive reaction to this "energy crisis" wields a two-edged sword.

Gas rationing has been proposed. Exactly how it would be administered within a system of private retailers has yet to be determined. If, a very big "if", retail gasoline is rationed this should logically lead to an increase in the use and sales of street motorcycles for daily transportation and commuting. Except that few people will get out of their cars, learn to ride a bike for daily transportation then go out and buy one to commute to work. It is not the nature of the 20th century urban American beast.

If gasoline rationing is imposed, it will mean a curtailing of sportsman (and possibly professional) motorcycle competition. Not that the racing, enduro, or trials machines use so much fuel themselves but the transporters that get them to the track or course consume one hell of a lot, particularly with the trend toward gas-guzzling motor homes for weekend competition jaunts. Perhaps the end result will be a return to riding your bike to the track, racing it and riding it home again, but I doubt it. I also doubt if I could safely ride my light-equipped motocrosser home after three 20-minute motos.

Or, as is usually the case in times of shortage, will the advantage in competition swing completely to the rich or the factory racers who can afford $1 a gallon gasoline to power their bike transporter to practice and race once a week? Or will the connections of the powerful enable them to acquire more ration books, if that is the method of fuel allotment used? Probably.

There seems to be no way that the professionals on the AMA Grand National Championship or motocross circuits will be able to survive. The thousands of miles travelled during the season translate into hundreds of gallons of gasoline in vans and probably thousands of gallons consumed by the big factory trucks.

Those are some of the surface prognostications if gasoline rationing in the U.S. becomes a reality. Optimistically, we can talk about an increase in street bike sales or an increase in use by those who have them now. However, consider that most politicians are either ignorant about or hostile to motorcycles. What if they ban sale of gasoline to bikes so that there will be enough to power the gas hogs those in public office tend to favor? Sounds ridiculous doesn't it? So did legal restrictions on trail riding a few years ago. The latter is reality now.

The cruel absurdity of the so-called "energy crisis" is, that like most crises, it could have been averted. The current shortage of motor fuel and reflective increased prices is largely due to the fact that the major refiners did not crack and refine adequate amounts of gasoline last year. The crude oil was instead made into other petroleum products that are more profitable. The Middle East conflict and subsequent restrictions on oil imports from Arab countries is another fabrication. The U.S. actually uses very little Arab oil, estimated at 2% to 4% of the total U.S. consumption. Even most of that is largely out of convenience and quotas rather than necessity.

Furthermore, there are significant reserves of crude oil in storage now in this country. It has not been processed into gasoline by the major oil companies. The cracking and refining facilities exist to do it.

Within a day or so of executive level pronouncements about "belt-tightening", etc. due to fuel shortages, there was a small item in the "Los Angeles Times" to the effect that the U.S. will export three times the amount of crude oil this year that it will import. The economics of that one still have me confused.

It is not like the U.S. had no access to petroleum. There are plenty of other and in this case, better, sources of oil than the Middle East. There is Indonesian oil, Venezuelan oil, Alaskan oil (though this is still three to four years away from the market and will not help to avert any current shortage), off-shore oil wells already in place and, let us not forget, great whopping amounts of good ole American oil sitting in storage tanks.

The government did not do any thinking about this problem, obviously, or provide adequate funding for mass rapid transit or investigation of alternate energy souces. The major oil companies did their planning, as usual, with maximum profit in mind. They will be able to sell all the gasoline they now have but at vastly increased prices.

Now whether motorcycles will be the salvation of a private transportation-oriented public remains to be seen. Street bikes would make sense but will they be allowed based on current anti-pollution requirements? Competition motorcycling faces a severe test if rationing is imposed, not just in the fuel to run the bikes and bike transporters but in the possible curtailment of nighttime events.

The infuriating thing is that the public, tied to motorized lifestyles, has once again been the victim of governmental incompetence or industrial greed, or both. And the motorcycling public seems to be the most vulnerable part of that population. Bikes use less fuel and relieve congestion but will they be allowed to demonstrate that capability? At the very least, special exemptions for bikes seem in order since most streeters operate more efficiently at 60 MPH than at 50 MPH.

It is too early for the industry or the motorcycle user to sit back rubbing collective hands in glee at anticipated increased sales. It is, unfortunately, too late to remedy a situation that need never have happened. ●

More opinion

The price of prosperity– cars vs. motorcycles

By Tod Rafferty

When the President came out of hiding last week to defend himself on several fronts, his exaggerated gestures and strained sincerity indicated several symptoms of a desperate man. But his very appearance probably reassured all those still willing to give him the benefit of the doubt. Personally, I doubted his competence long before the Watergate debacle.

Now Nixon is confronted by an issue far more pressing than any of the politically shabby incidents we've all heard about. The so-called Energy Crisis will eclipse Watergate simply because it directly affects our daily lives. And the way Nixon handles the problems may well determine his political future.

Motorcyclists (street type) may find themselves in a unique position of being virtually unaffected by the restrictions now forecast. Whether it's inflated gas prices or rationing, the mobility of auto drivers will be greatly diminished (except, of course, for the fat cats who can afford it). Even at an imposed limit of 15 gallons per week, the judicious biker would have 500 to 1,000 miles of travel juice.

In effect, the time is at hand for motorcycles to make the transition from recreational vehicle status to practical transportation. Of course cleaner operating engines will be necessary, but even now the government is relaxing some clean air standards in the face of "clean" fuel shortages. Nonethless, motorcycle manufacturers must build cleaner engines soon. Since their interests would be well served by doing so, especially with the possibility of a massive shift to two-wheeled transportation, we can probably assume they're hard at work on it.

It's inevitable that more and more Americans will come to grips with the fact that the unrestrained rape of our (and other countries') resources is grinding to a halt. It's an ecological as well as a political fact. And the great boom of recreational motorcycling is probably over as well. The price of prosperity is simply being outstripped by the price of gasoline and steak.

But the boom of motorcycles-as-transportation may now be at hand. Those of us who ride won't have to pay the price now being exacted by government incompetence, and by the expolitive policies of U.S. oil companies in the Middle East. And, ironically, after years of being distrusted and belittled by various elements of the establishment, motorcyclists are now in position to do a positive social good. Who would'a thought?

Of course motorcycles do not offer the final answer to our numerous transportation problems; not everyone can or should ride one. But there is no other single type of vehicle in existence that offers the economical, space-saving nature of motorcycles, as well as the greatest measure of enjoyment to be found in any form of motoring.

The automobile has served our country too well. As it got bigger, faster and more expensive, it devoured more open land, more valuable urban space and more money. Not to mention the incredible cost in human lives. And the blame is shared by all of us who buy and drive them. Now, especially in an area like Southern California where the problem is critical, there is no good reason not to give motorcycles priority consideration as transportation vehicles. In fact, the time is long overdue.

Cast off your seatbelts, America. Salvation is a two-wheeler. ●

DRA H & H

LUCERNE, CAL., NOV. 4

Desert Racing Association hosted its second Annual State Championship Hare and Hound at Lucerne in the same area as last year, but that's where the similarity ended. One year ago today the event was held for Beginners and Novices only. This year's program, now open to all classes, attracted a very competitive field of riders. Art Knapp, Bryan Breker, Bill Saltzman, Jack Knebel, Gus Paull, John Sands and Jim Francis were the boys you had to beat today if you were hoping to take home the $50 first place money.

At 10 a.m. numbers were recorded for the first start and the Experts, Amateurs and Novices were on their way, heading East across upper Johnson Valley to a smoke bomb some four miles out.

At the bomb it was Jack Knebel in the lead with brother Alan right on his tail. Following the Knebel brothers were Bryan Breker, Gus Paull, Kurt Lohmeyer and Kevin Hasten. Jack Knebel held the lead through the first check and enjoyed the dust-free view of the course halfway around loop 1. But as they say, "nothing lasts forever," and young Breker had moved up right behind Jack and must have had a glimpse of the open desert out in front. Knebel had a minor get-off, if there is such a thing when you are leading and killed his engine, got back up, started his bike and was off and running only dropping one place, to Breker.

With the first wave of riders off and approximately halfway around the first loop the Beginners were ready to get into the act and at 10:20 the banner dropped for them. At the bomb, Dale Trisler (360 Yam) had the lead with Frank Arciero, Jr. (360 Yam) running second. Ray Lewis (360 Yam), Roy Steed (125 Hon), and Rex Sasse (250 Yam) made up the rest of the fast moving group at the bomb.

Coming into the pits for the finish of loop 1 with a two minute lead was Bryan Breker, taking his gas and leading out on to loop 2, still holding down the lead. Jack Knebel came through second and Gus Paull was holding down third. Following Paull were Alan Knebel and Kurt Lohmeyer. The amazing thing was that Breker had a two minute lead and in the first five positions a total of only three minutes had passed. The second through fifth place riders were close.

On the second loop, which offers a real variety of riding in comparison to the first which was wide-open, sandy, and fast, one group went straight west around some mountains and right back to the pits. One poor lost soul left the pits and took an old course from last week's race and about 50 riders or so followed him. Luckily they ran into the incoming trail and arrived at the finish a little too early for the leaders. They were greeted by DRA officials Ron Burpo and Art Knapp, told of their misfortune, and instructed to the second loop again.

Coming across the finish line after one hour and 40 minutes, it was Bryan Breker on a 350 Bultaco. Finishing two minutes behind for second overall was Jack Knebel on a 360 Bultaco. Gus Paull, riding a 400 Husky, pulled in third overall and third Open Expert with Kevin Hasten right on his tail for fourth overall and first 250 Expert on a Bul. Alan Knebel was fifth and first Open Amateur on a 360 Yamaha, with Kurt Lohmeyer finishing next, sixth overall and second 250 Expert. •

Results

Top 10 finishers: 1. Bryan Breker, Open Ex. 2. J. Knebel, Open Ex. 3. G. Paull, Open Ex. 4. K. Hasten, 250 Ex. 5. A. Knebel, Open Am. 6. K. Lohmeyer, 250 Ex. 7. J. Sands, Open Nov. 8. E. Johns, 250 Nov. 9. D. Klohr, Open Ex. 10. W. Shamel, Open Am.

Top 10 Beginners: 1. D. Trisler, Open Beg. 2. R. Sasse, 250. 3. D. Anderson, Open. 4. B. Burkhart, 250. 5. S. Kotsay, Open. 6. R. Lewis, Open. 7. C. Elzea, 250. 8. J. Lewis, 250. 9. R. Steed, 125. 10. J. Roberts, 125.

175 Ex: 1. B. Johnson. 2. D. Ross.
125 Ex: 1. D. McLaughlin. 2. R. Sutton
100 Ex: 1. S. Matthias. 2. T. Johnson.
175 Nov: 1. T. Lyons. 2. J. LaPorte.
125 Nov: 1. C. Greene. 2. C. Roberts.
100 Nov: 1. E. Froelich. 2. J. Krizansky.
100 Beg: 1. S. Sutton. 2. B. Collinsworth.
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175 Beg: 1. M. Mizu. 2. M. Smith.

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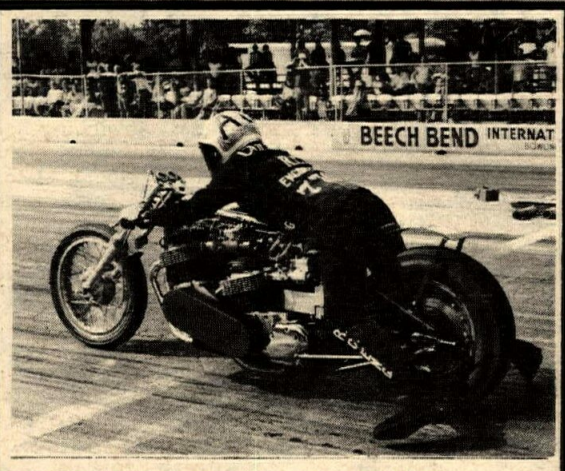

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D-37 Points MX at De Anza

D-37 250 and 500 Am/Ex class eyes the starter at De Anza. Troy Hollis (far left) took the 500 Ex win.

By John Huetter

SUNNYMEAD, CAL., NOV. 4

The season is almost over for AMA D-37 motocross points chasers. The leaders in each class: 125, 250 and 500 don't feel pressed and nobody's looking back. But those to whom the quest for a low digit plate matters were at DeAnza's surprisingly good track engaged in hard-fought duels to the finish.

AMA motocross in Southern California has dwindled in numbers as other promoters have sprung up over the last two years but, if anything, the competition has increased in intensity. The riders tent to be older, more savvy and unrelentingly quick in a controlled way. It is a welcome relief from the cherry-picking and squid maneuvers in many local motocrosses.

Jim Connolly, the classy "old man" of Southern California track racing finally sorted out his jetting on the little Pursang to add to his points lead toward the 125cc No. 1 plate. Quick Danny Sanchez (Mnk) had won the first two motos by the time Jim got loosened up and running quick, to take the overall win amongst the small bore Experts. Lee Jouglard, an Amateur, kept his Penton between the two fast Experts at least part of each moto to win over that relatively small turnout.

All of the 250 and 500 Amateurs and Experts were combined in a time and labor-saving maneuver and, ironically, leading them all was 250 Amateur Frank Fitzgerald (Hus) who rides with an effortless speed that belies his recent move to the go-fast ranks. He pretty well dominated all three motos, sometimes stretching out impressive leads over everybody including probable 500 Expert No. 1 plate, Troy Hollis, and No. 2 George Luther, both CZ pilots. Hollis was running with no clutch and a six-ply enduro tire on the rear of his 381 Czech while Luther gave the whole pack a start hill's lead before getting going. The unintentional handicapping did just that and kept them back in the pack all day. Hollis took the 500 Expert win stretching his points lead way out front of any contender. Fred Griego motored consistently for the 250 Expert win ahead of Mark Cooke on a Bay Area Bultaco.

The 125 and 250 Novice goes were surprisingly dominated by the eventual winners, John Radcliffe (Mnk) and John Kubat (CZ). Kubat is very quick and could probably give a good account of himself in the Amateur ranks.

DeAnza's short but vertical motocross track held up well throughout the day and the generally tacky traction resulted in some impressive racing amonst some evenly matched 500 Novices. Ray Robinson (CZ) won the first moto as Alan Thompson took the last two victories, even after his Arnacos split wide open in the last round, but the one-two finishers were continually pushed and often passed by out-of-stater Scott Schafer. The last moto duel for second between Robinson and Schafter on very similar CZs provided the closest dices of the day and a photo finish in moto three. It is refreshing to see evenly matched, competitive racing. I never did understand why moto two was restarted because some riders killed their bikes on the line.

Dianne Connolly and Dee Granger motored out to motor around the course with the 125 Am/Ex bearded riders. I dig on PP racers and look forward to next year when they will have a separate points scoring system for the ladies.

The regular AMA points-chasers seem to have this course wired. It will be nice to see a change of venue for the few remaining motocrosses of the season. ●

If he hadn't dragged his foot he might have won.

CRC Indian Dunes

By The Shadow

VALENCIA, CAL., NOV. 3

With a turnout of riders again falling below 100, the CRC has decided to discontinue its Saturday daylight motocross card at Indian Dunes Park in favor of two new programs.

Biggest and most important of the changes involves the fact the Riverside-based CRC will now be host for Friday night racing on the International Course at Indian Dunes, offering 100 percent cash payback to all Expert divisions, plus 20 percent trophies to all other classes. On Saturday nights the CRC will host night racing at Orange County International Raceway at East Irvine.

As for this Saturday, number one Expert was Jim Bauer, mounted on a Maico, while Dave Krikac, a Bultaco jockey, was the winner at 250 Intermediate. ●

A.M.E. Spillway Park

By Mike Anderson

SANTA MARIA, CAL., NOV. 4

All you women libbers will be happy to hear that there's a certain girl from Atascadero who not only competes with the men, but beats them at their own game. Ms. Cathy Dotson, on a Honda would have completely done in the 100 Junior class had it not been for a sparky young newcomer named Jimmy Kringlen (Yam). Both Kringlen and Dotson put on a show that brought the spectators to a standstill. Going into the last moto, each with a 1-2 score, they battled to the last lap with Kringlen coming out on top, Dotson in a close second, and David Fee (Yam) in third.

Ken Zahrt brought out both his Bultacos to win the 125 and Open Expert classes. Vince Clark (Suz) seemed to be a potential threat to Zahrt, but a bothersome back held him to second place. Bob Griswold (Yam) also made a good bid against Zahrt in the Open class, but wound up second.

The 250 Expert class was a "who's in first?" classic. Larry Greer (Hon) burst into the lead of every moto, but Joe Cushaway (Yam), working his way up from poor starts, took the lead to win the first two motos. The last moto put Cushaway out with bike troubles, and cut short Breit Yager's (Bul) lead when he fell, putting Larry Greer in first. So when the final points were tallied, Greer emerged as the victor, Joe Cushaway second, and Breit Yager third.

Joe's brother Leroy Cushaway (CZ) came out of retirement to win the Open Intermediate class ahead of Harvey Wynn. Craig Comontofski (Hus) took the trophy in Open Juniors, as did Greg Peck in the 125 Juniors. The 250 Intermediates were combined with the 250 Juniors, and to get a trophy they had to win overall. Well, Jim Zwaduk (Hon), a *very* fast Junior, worked it so that no Intermediate got a trophy as he won the class overall, followed by Steve Hinton (Hon), Robert Calles (Suz), and Tom ("Thomas") Summerfield (Suz).

SCRAMBLIN' AROUND

By Maureen Lee

Hopetown was its usual big blast this year, and as usual, I've got my version of some of the things that happened there, over and above the straight news reporting on the race.

One I got a kick out of happened Friday night. The tale was told me by some friends of mine in the Dirt Diggers and others I know, and it happened. A gal showed up at the ranch, got in and proceeded wandering around looking for a rider named Steve. She'd met this guy in Seattle, was favorably impressed by his tales of daring on race tracks and by him. When he said he was going to ride Hopetown and to come on down and see him, she did. Only problem was she couldn't remember his last name and so she hung around asking everyone if they knew Steve. She spent the night under a tree and haunted sign-up Saturday still looking for her hero. None of us ever knew if she finally found him 'cause she finally vanished but if she didn't find Steve there were plenty of other willing racers who'd be happy to take a pretty bird along and show her the world of motorcycle racing. See the attraction bike riders have for girls? We saw several riders with a complete group of pit dollies, each as cute as the other who were helping shine bikes, hold goggles or just gaze in admiration. Bet the kids who have motocross in their schools end up with the pick of the crop when it comes to the ladies.

Then while loading up Sunday with the pit area nearly empty we saw a strange sight. All weekend there had been no trash barrels so you can imagine what a mess things were. Well, the bikers who get used to things like that in the desert had mostly bagged up their trash and left it in neat piles. Up comes this sedan, out piles a family and they proceed to go through the bags of garbage, completely scattering some of them and adding to the mess in the process. They stuffed the car trunk with beer bottles and a few aluminum cans and had the doubtful luck of finding a half-emptied bottle of rosé wine and a full bottle of Red Mountain someone had left behind. If that had been in the sun all day it would be worse than ever, not that I haven't sampled it in my time! Still, going through garbage bags wouldn't be my idea of ending two full days of tremendous racing.

People who don't belong to clubs and help throw events for their fellow riders to participate in don't know the half of it. It's work, especially on a GP the size of Hopetown and our helmet is off to the Diggers. They did a great job from the guys who manned a far out corner of the course with a flag to Bobbie and her team who worked in a trailer both days, missing all the fun just to get the results out to meet Monday deadlines. Riders were asked to put down what jacket size they wore on the sign-in sheet so the club could buy the right size should they be a class winner, and not one but several riders asked the sign-in crew, "What size jacket do I wear?" Sounds funny, even at six in the morning. If you don't know what size clothing you wear you must really be in trouble. Then one guy got extremely upset because he couldn't find his name on the sign-in sheet for his class and the class was already pushing to the starting line. It was carefully explained to him that it would be there when he signed it there, alongside his number.

Then we were talking with Carl Cranke before one of his races about all kinds of interesting things. He's a neat a guy off the track as he is on it, and he looked past me at an Expert bike that was beautifully prepared, as was the rider. Looked like a sponsored ride and as Carl said, they'd spent time on it;

only trouble was the top of the carburetor was on backwards!

Preston Petty flew in from Baja with appropriate tales of competing in that event. At one point he had clutch problems and spent hours alongside the trail trying to fix it, having problems because he didn't have a Phillips head screw driver. But his not-so-fancy mechanics on it got him down to Dick Miller, and with a new clutch Dick went on with the bike to win the 125 class. Preston thinks that anyone who says they can "clean Baja" not have any problems that is, has to be fibbing a bit. One guy insisted to Pres he had but then he didn't count three flat tires as trouble.

We found out some more on the possibility of having another Hopetown. No, it doesn't look good but the official quote of the Dirt Diggers is that if there are no houses on it by next year, they'll be negotiating with the new owners and what rich man doesn't like to make more money? Hope's people came away smelling like roses on this one financially and we can all thank the Dirt Diggers for putting up with an awful lot to throw that race. They have to pony up for a whole lot of things the ranch won't provide so they don't end up with coffers of gold like some folks think they do.

Next big one is Barstow to Vegas. Mike Jackson, the amiable Englishman who manned Norton Villiers here for awhile before returning to Europe, has entries in for both heavy and lightweight classes as he didn't know what size A-Jay he was bringing over. Our scoop for the week is that he isn't bringing an A-Jay but a Banks replica. Eric Cheney is building it for him now and as Mike and Eric are friends you know it will be with tender loving care. We'll have an eye on it. Beezers forever!

Back to Hopetown for a minute. I promised I'd find out what happened to that AMA pro sanction the Diggers tried so hard to obtain for the race only to have Worthington, pardon me, Westerville mess around with it until too late. Our regional rep. Mike Hinshaw says that the Phoenix motocross put the bag on it. Beats me what an International motocross in Phoenix would have anything to do with a pro sanction for Hopetown, it doesn't attract the same kind of rider. The pro boys rode though in the Open class, but we have a hunch that there may be some disqualifications as the Competition Committee caught some of the TT specials running with their TT pipes. No mufflers.

Oh well, the guys had fun but the riders who rode Yamahas in the wrong classes were all duly noted down and there's a separate list of undesirables, kept by the Dirt Diggers, who sold their entries for unscrupulous sums of money to other riders, including one character who sold the same entry twice, once for $20 and one for $30. If the Diggers handled the selling they sold it for the original price. Fair's fair you know. ●

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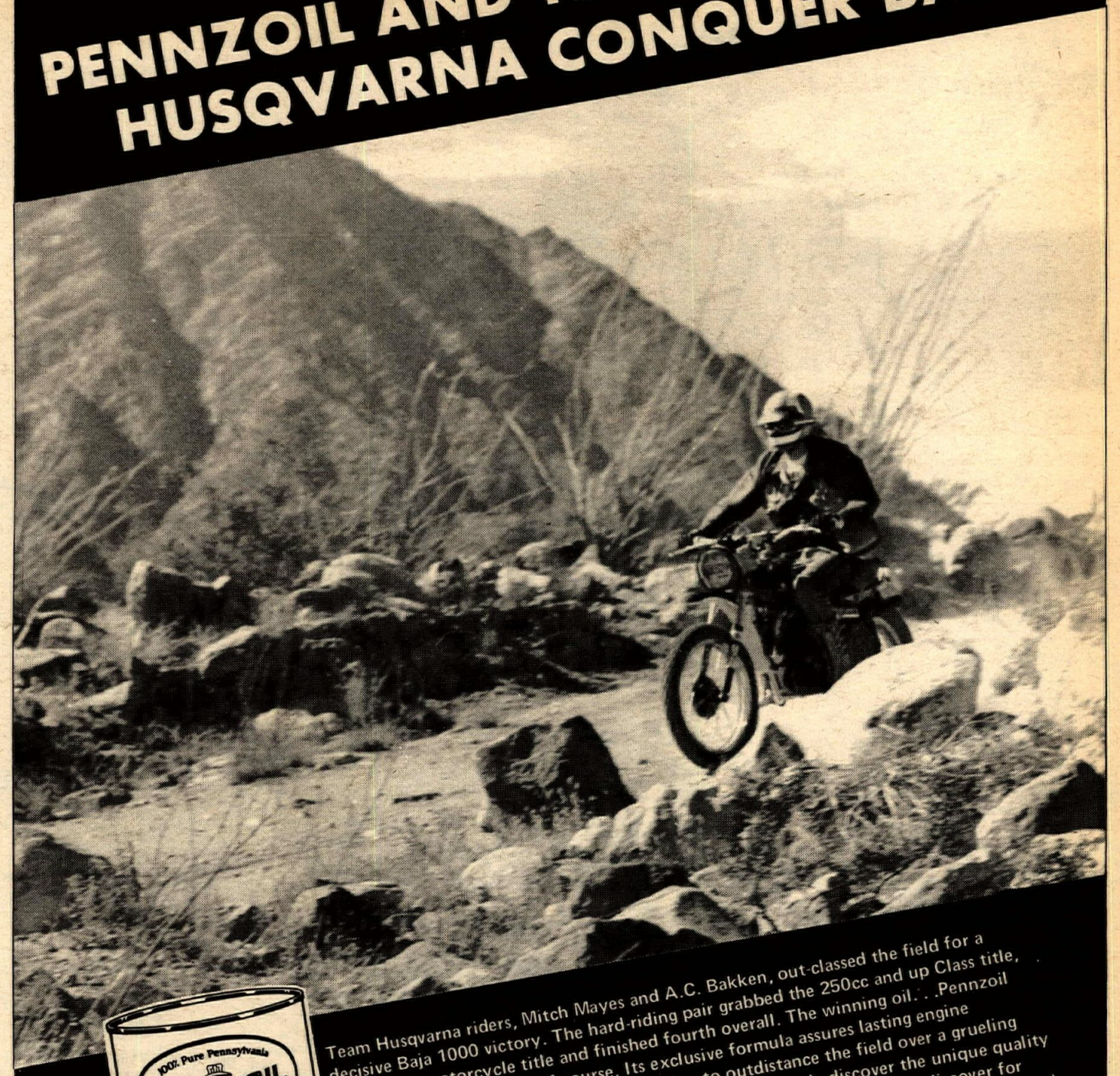

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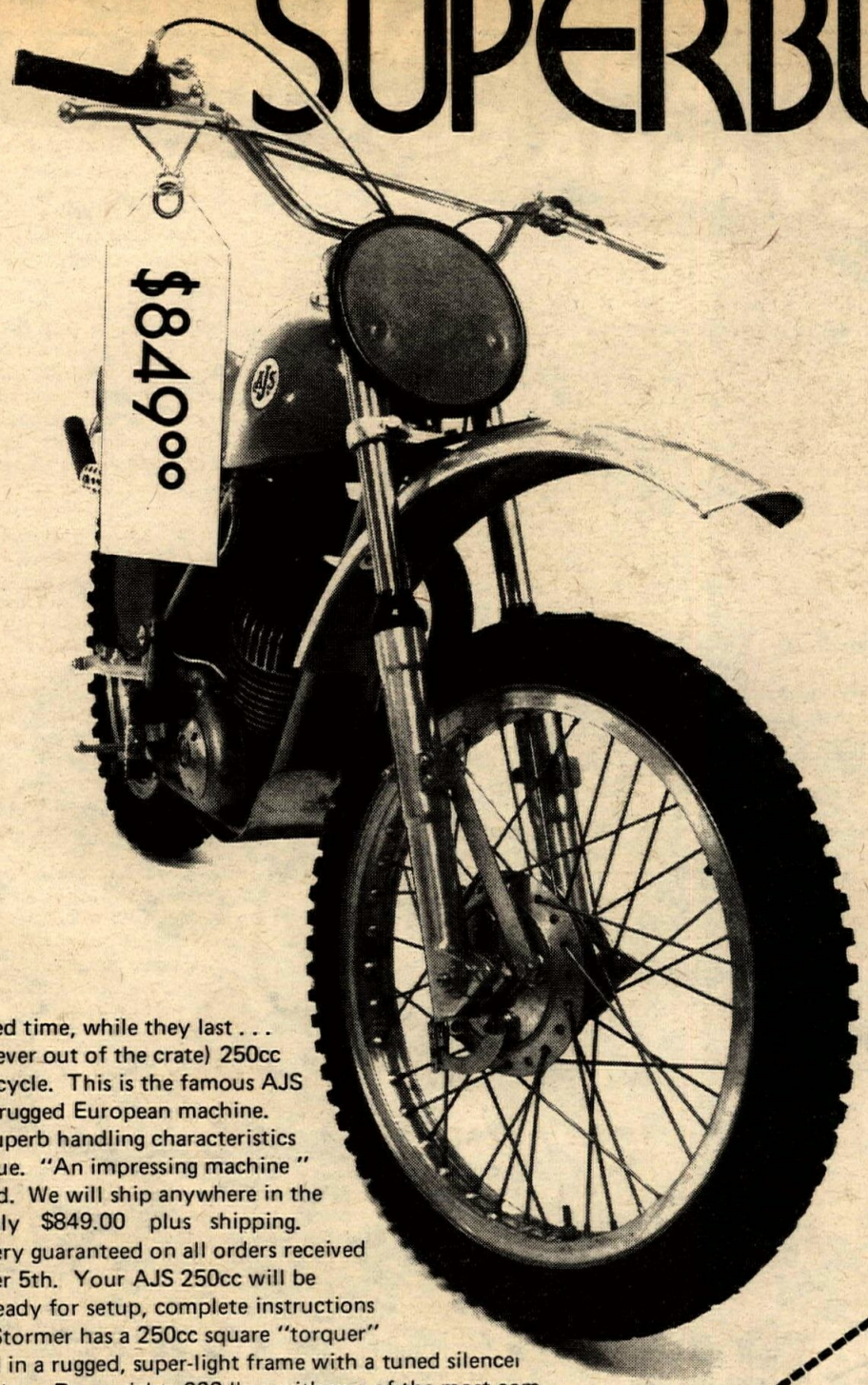

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WRITIN' AROUND

No "AMA News" is good news, but a new AMA Annual; Yes!

By Charles Clayton

One of the main drains on the members' money of the American Motorcycle Association is the deficit of *AMA News*. This slick, costly monthly magazine operates at a loss, printed at members' expense by the same Ohio printer who was party to the infamous conflict of interest scheme. It costs the Association about $6,000 a month to make up the losses of *AMA News*. Members might ask why, in a field practically glutted with magazines, do we continue to operate this loser?

There is no satisfactory answer.

The new monthly newsletter, mailed free to all AMA members is a better means of communication and a whole lot cheaper than the high priced spread. The glossy, 4-color, misnamed magazine is hard to give away at $3 a year. Its main attraction is the calendar of AMA events, which is often reduced to unreadibility and out of date by the time the readers get it.

AMA calendar information belongs in the newsletter, not in a magazine.

As one $12 member with some understanding of the publications game, my opinion is that the AMA should get out of the monthly magazine business now. Motorcycling needs *AMA News* like Ford needed the Edsel.

Ah: But an Annual...

There is excellent graphic talent on the AMA staff; the layouts of *AMA News* proved that. This talent should not go to waste, neither should Ed Youngblood turn the newsletter into another wasted slick. The AMA magazine staff should turn their talents towards making something we need and want – an AMA Annual.

This book would be a prized history of the records, activity and accomplishments of the season just passed – the Championships in AMA sport, the club achievements, the battles won and lost by the Legislative Department, even the joys of two wheels on the open road.

The AMA Annual would not be published at a loss, because motorcycling needs it. This annual yearbook could present the ponderous progress of our sport completely, the whole picture from beginning to end, with the benefit of hindsight to enhance our viewpoint of it all.

This annual book of the sport could be offered to the members at a very low price because what industry member could resist buying a page of advertising in the one book that has it all between two covers? Excess revenue could be applied to other worthwhile AMA projects. The AMA Annual could be a best seller.

If you are an AMA member, and if you agree that our dues could be better spent than subsidizing the deficit of "our" magazine, and that an AMA Annual like I have described would be more desirable, then please write a letter. To: Mr. Ken Leuhman, Secretary, AMA Executive Board, c/o AMA, Box 141, Westerville, Ohio 43081. •

CMC irwindale

By John Bethea

IRWINDALE, CAL., NOV. 16

For the second week in a row, Torrance's Dave Pessy walked off with first place bucks in both the 125 and 250 Experts, but this week he didn't do it by sweeping both...he lost his final moto of the night after taking the first five.

In that third 250 round, he held the lead when on the third lap, Maico's Bill Rubly came charging in challenging. At the tight turn just before the finish line. Rubly stuck his front wheel on the inside line, a line which Pessy already held. It resulted in a bang-up and both went down, only Pessy's Honda didn't want to re-fire. It took three-quarters of a lap for it to finally start and an angered Pessy flew off for the chase in last place.

Tim Lunde (Pen) won the round, but adding a second and fourth to his total he came up a bit short on points as Pessy worked back up to sixth in the race by the time the checkered came and that was enough to win overall.

In the 125's, Dave had no troubles and swept it. Rick Reinig (Mon), Ray Lopez (Pen) and Nelson Whitehill (Hus) each took turns hassling but came up on the short end every time. Second overall for the previous three weeks, Whitehill spoiled his chances in the second moto when he went off the far side of the east jump while leading. He finished the moto in last, then took second in the final and could have possibly finished second overall again. As it was, he took fourth behind Renig and Lopez.

"Jumping" Joe Johnston put his name into the CMC book of firsts when he won the 500 Experts, a small but talented field. Joe, at 16 years, became the first black racer in CMC history to win an Expert/Professional event overall. In the last several months he has come very close but was denied in the final for some reason. In one race, his bike blew on the starting line when all he had to do was finish seventh or better. In another, in which a fifth or better was all he needed, he crashed in turn one of the first lap and finished the race in about eighth.

Tonight, when he learned that all he had to do to win overall was "complete one lap", he made darn sure he'd do just that. When the gate dropped Tim Lunde moved to the lead and Joe was way back in the pack, comprised mostly of Intermediates. When he came by to complete the first lap he was next to last. Then he went to work, assured of the overall and picked off rider after rider to finish third.

Skip Keeley (Mai) had an even more dismal night that what the mist and rain alone produced. He won two motos but finished tenth in the other and that cost him the overall which went to Mike Huhn (Hon), who consistently rode with a first and two seconds in the 250 Intermediates.

Cliff Lett (Hon) also won two 125 Intermediate motos and Ollie Senechal (Hon) also had a first and two seconds, but in this class Lett won it as he added a second to his total. And the 500's went to Dave Hensche (CZ) with a three-one-two scoring.

The always tough Minicycle class went this week to Bob Toliver (Hon) when he was denied his sweep early when he took second to Bobby Gonzales (Hon) in the first round. Mark Lawrence (Yam) took second overall with a pair of 'em in the final two.

Bobby Smith (Yam) ripped off two wins after taking fourth in the first 100 Junior. Kevin Dick (Yam) could not take advantage of that situation and his two-two-three showing was only good for second.

Finals comprised the 125's and 250's and in those wild affairs, Kevin Krieghoff (Yam) and Pat Hampton (Bul) won respectively.

The 500's fell to Carter Reed (Mai) in a three-moto sweep over Clay Bain (Suz).

Again, a reminder that CMC will return to Irwindale next Friday night, despite the Thanksgiving Holiday weekend. ●

Bob Romine: Fastest Turkey in the mud

Bob Romine (231) finished just ahead of Mark Adent (900). Vasapoli photos.

By Gino Massara

MINERAL HOT SPRINGS, CAL., NOV. 18

Numerous compliments were bestowed upon the 31st Annual So. Cal. M.C. Turkey Run hare n' hound today, and Bob Romine

wouldn't argue one bit. Bob is out every Sunday; he's finished in the top ten a few times, but today he got it together and copped first overall and first Open Expert on a Sweet Duck Suzuki. Not, however, without putting up a fight and getting off a few times.

The trick window-shade banner (a So. Cal. desert first) dropped (sprung?) right on time at precisely 10 a.m., sending the Amateur-Expert racers towards a real, live, old-fashioned smokebomb.

Romine was somewhere in traffic, with Mayes, Bakken and Tom Smith dicing for the lead. Mayes and Bakken were soon out with mechanicals, while poor Tom Smith landed on a rock, totaled his scooter and knocked himself unconscious. As of this writing he is still in a coma. Our prayers are with you, Tom.

(EDITOR'S NOTE: At press time, Tom Smith was still unconscious in Ridgecrest Hospital.)

Mark Adent (DKW), who was fourth to the bomb, was now leading with an unknown Amateur hot on his heels and Romine running third. Adent dropped it (all the danger marking had been washed away) and our mystery Amateur took the lead, only to lose it horrendously in the pits. Leaving the pits at 11:15 it was Adent, with Romine a scant ten feet behind. After swapping the lead five or six times, and having Larry Pfutzenretuer enter the fray, at 12:22 it was Romine, with Adent a scant ten feet behind. Larry got lost for a couple of minutes along with Mark, then ran out of gas and pushed across the line some ways back. Said Romine, "I got off twice, and you know, that little DKW keeps right up with my big 400. But I paid real close attention to the ribbon, and when Mark would stray, I'd zap him. What a day!"

Third overall was Bryan Breker, on an Al Anders 350 Bul. Fourth, and first 125, was Tom Brooks, back from a short respite from the desert. Guess he really wants that 1C plate as the rumor mill had it that he'd be out the rest of the year with a knee injury that had required surgery. Said Tom, "The knee feels good. I just cooled it today, stayed on the trail, had a great time. Outtasite first loop. I'm ready for Vegas."

Fifth and second 250 Expert was a shabby Bultaco with bloody, blistered hands manipulating the controls. The gnarly appendages belonged to none other than Allan Lund, putting in one of his better rides of the year.

In seventh was Jeff Kirk and right behind him was the first Amateur on a 250 Yamaha, Craig Kerdus. This is his second win in recent weeks so it won't be long till he's sporting that red stripe.

First Trail was Larry Roeseler (2T) on an H-D, with first Open Amateur Greg Henderson breathing down his neck. Dennis Scammel garnered second Trail Expert.

In the Nervous class it was Casey Perkins who put it to everyone on a Honda 125. Second was a new 250 Yamadog piloted by Chris Austin, a recent trailbike refugee who tried a 250 for the first time today. Third and first Open was Eddie Sanches on a 360 Yammerhammer. This was his first race in two years, spent recuperating from a broken leg. You're not out of shape or anything like that, huh, Eddie?

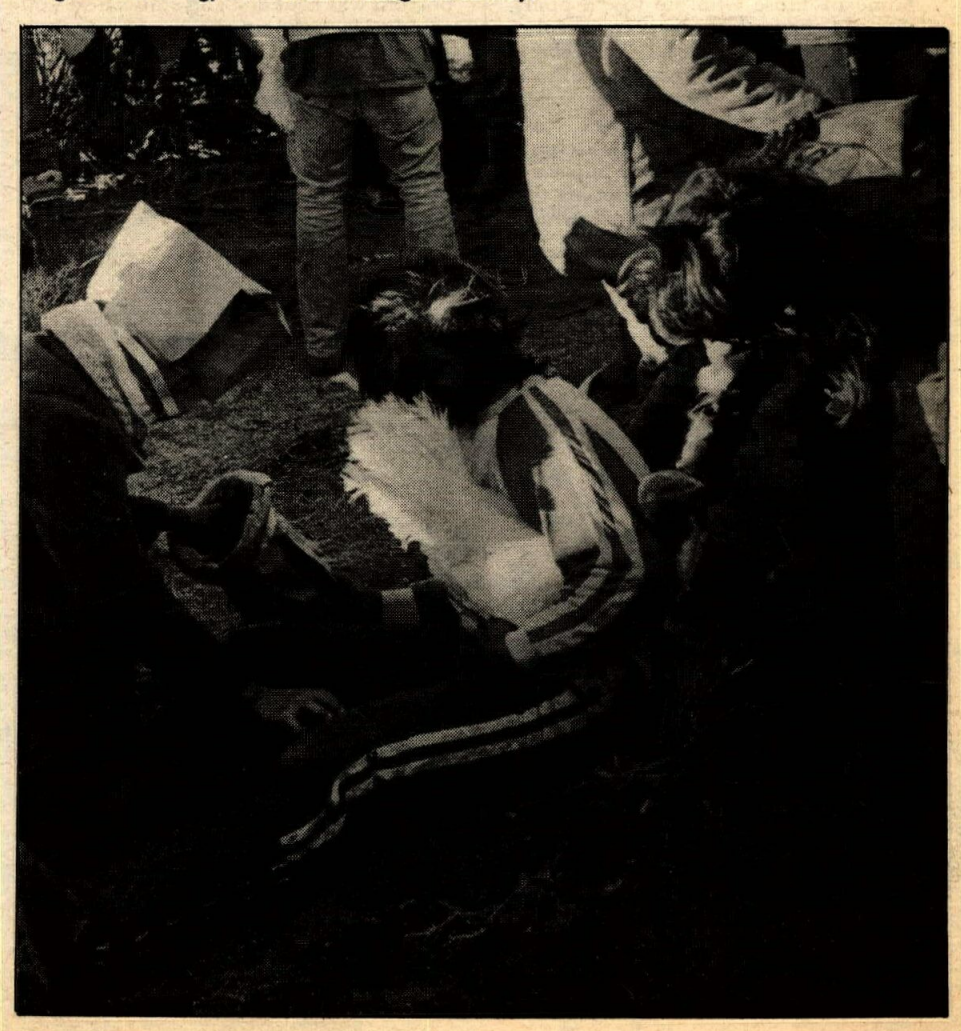
First girl was a cheerful Kathy Anglin, motoring in on a raunchy running DKW tuned (?) by RJ Motors. Hard luck trophy of the day goes to Andy Kirker. After annihilating his own scoot close to starting time, borrowing another and trading parts to make it work, he was centerpunched on his way to the line, destroying the throttle cable and his right wrist. After changing the cable and installing a spare wrist, he managed to start as the Novice window shade was drawn, taking his Fairway Yamahauler to eighth in class.

Dave Lapraik's broken arm was one of the 23 injuries Rescue Three handled today. If you don't think we can get along without them (Rescue Three, not broken arms...), then why not accost an Invader and buy a raffle ticket for one of Kookie's pups? The proceeds go directly to Rescue Three so put your money where your heart is.

The desert racers' dream, a no-dust race, became a reality today. At the start you could see all these helmets bobbing through the bushes. With pouring rain 12 a.m. to 5 a.m. (just like they planned it...) Sunday the traction and weather couldn't have been more perfect for racing. The chilly weather didn't stop some sweet young thing from checking tank cards dressed only in a Cossack hat. Maybe all those Checkers were just trying to shelter her from the elements...

Per tradition, all class winners get to chase live turkeys, with Rich Smith, Sandy Robertson, Tom Brooks, Ron Wright and Larry Roeseler taking home live Thanksgiving dinner. ●

Disguised as a bag, Tom Brooks caught a turkey.



Enduring the Cal State 100

Rainy Southern California...

By Ron Schneiders

SOGGY WET LAKE, CAL., NOV. 18

It was just like the start of any enduro the world over. Cold, pouring rain making a swamp out of the pit area. Guys struggling to

get into stiff Barbour jackets before the jackets were as wet inside as outside. Guys trying to use duct tape to seal the bottom of the pants to the boots. Bikes being unloaded on slippery ramps to splash awkwardly into the mud....

"Wait a minute!" you holler. "This enduro was in sunny Southern California in the Desert. District 37..." Yep. And that was the scene. It doesn't rain very often in the desert, but it does rain. And as it proved this weekend, sometimes it can rain pretty hard.

A good many riders either had never experienced rain in the desert before, or didn't believe it could happen to them or both. They had no rain gear. Some decided to tough it out. Others made rain suits out of plastic trash bags or had picked up some of the cheapy ponchos and such on the way out. One far-out guy was wearing a diver's wet suit.

Fortunately for some of the more ill-prepared, the rain stopped about a half hour after the last man left, the sun came out and it turned, temporarily, into beautiful riding weather. The first loop went eastward in to the sand dune area that many riders remember from the Larry McClellan benefit enduro of last spring. Lots of deep soft sand out there that soaks up power like a sponge. Since the schedule was 24 M.P.H., the more experienced riders felt that a loss of only 15 points or so would be good enough for a win — before the rains came. With a few million gallons of water added, the sandy desert becomes a quite pleasant riding surface, with many of the same qualities as asphalt. One of the the results of the liquification was that quite a few riders didn't lose any points in the morning section.

Some of those who did lose a point might not have lost it permanently. There is a conflict about Check Three that has yet to be resolved. Seems there was a checker there marking cards whose watch was right (or at least corresponded to the riders' watches). However, they were using the flip card system and the girl who was flipping the cards was watching another clock which did not agree by about one minute with the checker's watch or the riders' watch. What, if anything, will be done about it is not known at this time. Several people noted the discrepancy, but many did not.

After a 36-minute "lunch break" (at 10 a.m.) the riders started the second loop. Under the influence of a warm sun and particularly blue skies, many of them discarded their Barbour jackets and rain suits. Shortly thereafter they learned the error of their ways. About ten miles out mountain and cloud interfaced in cold driving rain. In moments the temperature dropped ten degrees. But again it didn't last long, not much more than half an hour and at the conclusion there was a beautiful rainbow. The riding on the wet surface was really great. Both sand and rock behave better under knobbies when they're a bit moist.

The route itself had a couple of interesting sections, but nothing that could be considered difficult. There were no push-up hills or hairy descents. There were some rocky sections but they were rather short. As one rider put it, "You could tell it was put on by a motocross club." Like a motocross course, this course would be difficult at high speed, but easy at slow speeds. The rain, of course, made it much easier at high speed.

About 15 miles from the end of the run there was one section that I really liked, which somebody called a serpentine. It was a ravine not much more than six feet wide and seven or eight feet deep with very shapr turns every 20 feet or so. Normally you would have to go very slow through something like this, but in this case the bottom was rounded and smooth so you could ride right up the banks and do a miniature "wall of death" number. Really neat. Unfortunately quite a number of riders missed the turn into the ravine and went on the road alongside. And, of course, they also missed the observation check that was down in the ravine...

The organization of the run was quite good. The marking was well done right up until the very last few miles, when it got a bit spotty. The mileages were consistent and within ten percent and the times, with the exception of the disputed check three, were right on. This is the first District enduro to be hosted by the Double-Crossers MC and most riders were very enthusiastic about it. The club however, "lucked out." Without the rain the course would have been pretty dull. A bit more exploring should be scheduled for their next effort.

Winners are not available yet, but most of the desert stars rode the run and had pretty low scores. Among those noticed were Bob Steffan, Dave Ekins, Dave Evans, Gary Calkins, and Carl Price. Carl, as some readers might know, has been extremely sick for the past few months. Welcome back, Carl.

Results when available. ●

It's amazing what you can do on a DT-1.

This is what the well-dressed enduro rider is wearing this season.

Orange Bowl MX

By Tom Corley

IRVINE, CAL., NOV. 16

Now everyone's heard that the haulin' 125 Experts can actually set the quickest lap times on some motocross tracks when timed by a spectator with a wrist watch, yet few people have had the chance to see for themselves if the 125's can actually dodged around the faster yet heavier 250 and 500 Experts. Well it may seem unreal but in tonight's Orange Bowl of Motocross at Orange County International Raceway the best to hit this track yet (Dave Carlson on his Mission Honda) roosted ahead and was out-a-sight of all others in a combined type grudge race between the 125, 250 and 500 Experts!

The top name of the 500 Expert class lately, Jeff Szueber (who is in the money on a Yamaha of Buena Park YZ) had his clean machine goin' like crazy trying to catch the main flash Carlson and came the closest to doing so. He jetted about in a fixed second place. The jack knife berm turn was where Szueber keeled over to kill his third moto rating but not the overall of the night.

On top of most of 'em was Frank Rowe of the 250 Expert class (also on a Yamaha) who has been water skiing lately and returned to motocross tonight with a smash and great luck. The Carabela 'crossers were on the loose in this race and were radical as Ohio racer Daniel Bales and Joe Flores (who has raced for B&V Motorcycles and Norm Reeves) were both at it and smoking the more powerful bikes, along with Steve Gannon on a Penton.

The last moto was of course Carlson's, but other top names were jumpin' and jivin' after the super Honda racer and gettin' closer such as Bryan Justice, Frank Rowe and Madden, who was noticed as he was a big threat on a Maico. Dave Carlson deserved the first place 125 Expert and overall Expert title and at the same time enjoyed doin' it. Steve Gannon punched it out with Daniel Bales as the Penton totaled the points higher than the Carabela. Frank Rowe topped Bryan Justice's CZ on his Yamaha to win the 250 Experts and it was a pure Yamaha race in the 500 Expert match with the winners being Jeff Szueber and Bob Rowe.

Now here's something that will blow your mind. Saddleback Park (which is headin' the Orange Bowl of Motocross) announced that the Suzuki factory works team, including the world famous superstars Roger DeCoster, Sylvain Geboers, Mike Runyard and Rich Thorwaldson will be at Orange County International Raceway with demonstration racing factory bikes on display two Fridays from now on November 30. Be there! ●

High Desert 100

Oregon's biggest - and toughest

Unseasonable dust at the start was followed by disintegrating rain. Humph.

By Larry Ulrich
Photos by S.E. Schubert

BEND, ORE., OCT. 21

It's the largest cross country event in Oregon. The classic High Desert 100 in Central Oregon drew 469 riders last year and this year 563 tried it. This makes it by far the largest participant motorcycle event in Oregon. One thing that attracts so many riders to this event is the fact that the course is 100 miles long. The riders never see the same terrain twice. This race not only attracts the go fast desert racer, the motocrosser, the average play racer after a trophy, but several riders have told the Cascade M.C. that this is the only event they ride all year.

This year's winner fits many categories. A top desert racer, a very fast motocrosser, a past veteran of TT racing in the Northwest and past national number holder. Dick Jogow is back riding Greeves again, after trying Husqvarna, Grumph (500 Triumph powered Greeves), AJS, and a few others.

This was the roughest High Desert 100 yet. Oregon has not had much moisture yet, and the Central Oregon high desert was really dry. Because of the dry conditions there were three hills in the 100 miles that normally are fairly easy to negotiate, but were a real bear. If you have ever ridden on ocean beaches, you have an idea of the soil conditions in Central Oregon. The wet packed sand near the water is like our usual winter riding and the deep, dry sand like our summer riding. Imagine that dry beach sand in the form of a hill, with several rocks sprinkled about. Compound this with a couple hundred riders and much dust and you know what these riders were going through.

The dust created another problem at the start. The riders were warned at the riders meeting about it. Many riders at Cascade M.C. events ride all the time in the Central Oregon desert events and had never seen any great amount of dust before. The dust was bad. Someone fell right past the smoke bomb and a estimated 50 to 75 bikes followed suit. About 25 riders were taken to hospitals with everything from bad cuts to broken arms and legs. Once past this pileup, there were few casualties.

The majority of the riders enjoyed the course, but one thing marred an otherwise perfect race. The Cascade M.C. tried a new check system. It is used at enduros all the time. It is used at the ISDT. It should be a good system. Instead of a card on the helmet that is marked with a marking pen at the check points, a card was issued to riders with a length of wire. Where they kept the card was left to the rider. He was warned at the riders meeting that this card was his responsibility and above all "don't lose it". It started raining after the start of the race and many riders cards disintegrated. There were some very upset riders, but 117 riders crossed the finish line with all their checks and a legible check card. About 75 of these riders had cards that looked like new.

The Cascade M.C. will probably have another race in February, but with many new stipulations imposed by the Bureau of Land Management. •

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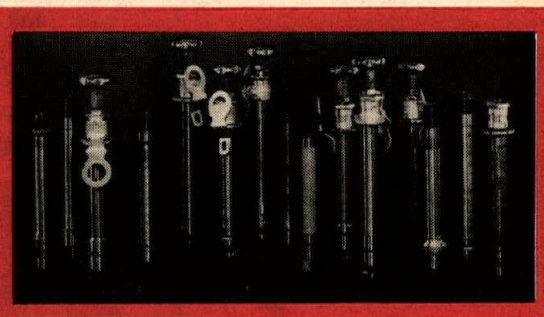

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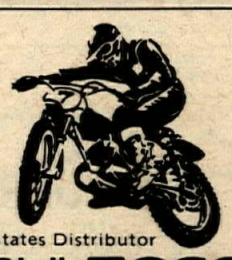
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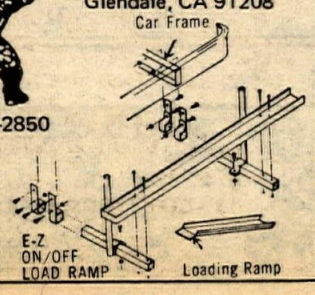

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CRC Indian Dunes

By The Shadow

VALENCIA, CAL., NOV. 2

Experts like Jeff Blix, Jim Bauer, Steve Miller, Gene Martin, Rod Kershaw and Mike Brown were on hand tonight to welcome the Riverside-based California Racing Club to its first-ever Friday night motocross race under the lights of the International Course at Indian Dunes Park, near Valencia.

For the first time, the CRC did very well for itself, with a 100 percent cash payback going to the Experts and 20 percent trophies reserved for the remaining classes.

Top man of the night was Blix (Yam), who ripped the 250 Expert class. Blix was followed across the finish line by second-placer Jim Bauer (Mai), with a third place going to fast-improving Steve Miller, a Honda jockey who certainly bears watching in future weeks.

Maico-mounted Martin was the number one finisher at Open Expert, with second place going to Kershaw (Mai), and third to Brown (CZ). So much for the money department.

In the 125 Intermediate competition, number one man was John Mellin (Yam), with second place going to Mario Dos Santos (Hon), and third place to Brett Rooke (Hon).

Ruler of the Minibike action was none other than Eric Coffin (Hon), while the top member of the fairer sex, namely the Powder Puff class, was Janice Kline (Hon).

Novice winners included Mark Raiche (Hon), 100 Novice; Randy Gauvin (Hon), 125 Novice; Joe Jones (Hon), 250 Novice; and J. Mullen (CZ), Open Novice. •

CRC MX at OCIR

By The Shadow

TUSTIN, CAL., NOV. 3

The California Racing Club's Saturday night program got underway tonight at Orange County International Raceway. Unfortunately, the turnout was not the greatest – but it was not the worst in the history of the Riverside-based club, either.

CRC President Jerry McNeal reminds motocross enthusiasts the club will be hosting races at OCIR every Saturday night, offering 20 percent trophies to all classes except Expert, where there will be a 100 percent cash payback offered all divisions.

Saturday night, there was only the Open Expert class represented, with Mark Rodman (Yam), a grand-slam victor. A win at 125 Intermediate went to Rob Erwin (Yam).

Winners at the Novice levels were Lennie Garten (Suz), Open Novice; and Alan Smith (Hon), 125 Novice.

As for the Powder Puffs, a win went to Nancy Harris (Hon), with second place going to Stacy Bell (Hus). Incidentally, the CRC, helpful as ever, really came through with information on the gals. Harris is 17-year-old, of Huntington Beach, sponsored by Norris Roberts Honda; and Bell is 16-year-old, of Santa Ana. The rest is up to you, the reader.

Finally, Kurt Sofka, Jr. (Yam), was the victor in the Minibike class. •

AME Indian Dunes

By Jack Collin

VALENCIA, CAL., NOV. 11

It was Tracy Oswell and the Cole Brothers dishing out the worst punishment at AME sanctioned Indian Dunes motocross today. Oswell (Hon) didn't have to eat smoke all day as he jumped into early leads in each 250 Senior

At times like this all you do is go bananas.

moto and breezed to victory in all, turning the fastest lap of the day in the first event at 01:15.3. Bob Schwartz (Mon) and John Atwood (Bul) finished two and three overall.

Ed Cole (Pen) didn't have it as easy as Oswell, but the sweep of the 125 Senior motos was just as convincing in the end. Jim Hale (Pen) held Cole off temporarily in the first and third events but as Hale erred, Cole swept by him and steadily opened his lead on the way to a grand slam and overall honors. Hale and Tony Delatorre (Mon) finished two and three.

Craig Cole (Pen) is showing the style and consistency of big brother Ed, riding the 100 Junior circuit. Craig grabbed a grand slam in winning overall honors in his division. Jerry Hutchison and Jeff Anderson (Yam) came in second and third.

The 250 Beginners' standings proves again the importance of consistency. John Mongillo (Hon) came through with strong victories in the first and third motos and Butch Daggs captured the middle event with ease. But it was Ken Ritchie's (KTM) steady pumping that captured overall honors with a second place finish in each event. Mongillo and Ron Cardoza finished two and three.

The 500 Intermediates and Seniors ran together today and produced more casualties than we've ever seen. Fortunately, the casualties were all machinery. The race started with 14 entries. Everything was fine in the first and second motos. Jon Miller and Dennis Turner (Hus) took a first and second in the Intermediate class. Seniors Dan McFarland and Ken Walson (CZ) each had a first going into their main event. Then the trouble started. There's not enough space to describe all the problems so we'll just give the finishes: Intermediate, Jon Miller; Seniors, Joel Sheldon, Dan McFarland, and Ken Watson (CZ).

A notable grand slam was turned in by Larry Jones astride an unfamiliar new Bay Area Bultaco in the 250 Junior division. •

Las Vegas MX

By Turkey McBill

LAS VEGAS, NEV., NOV. 4

After one of two 25 minute motos, it looked as if Floyd Dunn (Mai), might dethrone Big Jim Keeton, the Las Vegas MotoCross Club's Open class king.

"I just don't seem to be able to get my act together", stated Keeton. Big Jim has won 13 of the 19 races he has entered this year.

"This new Husky feels great", added the shy, 31-year-old, 200 pound College Professor. "Maybe I'll do better the second moto."

Maybe he would. Twenty five minutes over the rough, bumpy two mile course would surely favor a man who runs five miles every morning and then does various other calisthenics designed to surprise the younger set on race day. But it would be at least two hours before his chance would come as the final Mini Beginner moto was just starting and some Mini Fathers were getting plenty of exercise, running after and pushing loaded up Minis.

One Mini Beginner father, Ken Steele, finally took his 125 racer out on the inside of the course and followed the Beginners, helping as he went.

The eventual winner was Ronnie Giger, younger brother of Lenny Giger. Lenny won the Mini Expert so handily that officials thought it wise to measure his Honda. It was found completely legal.

When asked what he thought about the day's races, one old timer said that his favorites were the Mini Amateurs and Experts. They really put on a show.

Suzuki mounted 125 Expert Jerry McKinlay seemed untouchable as did 250 Expert Mike Sankovich. McKinlay won both motos by over eight seconds but Sankovich lost a swinging arm nut on the sixth lap of the first moto, leaving the lead and the win for the day to new 250 Expert, Marc Peterson (Yam).

The 140 racers and 400 spectators enjoyed the long races under the warm sun but Big Jim watched nervously as the once beautiful track deteriorated under the pounding of the final 250 moto.

The choice seemed to be dust covered, shock breaking pot holes, with visibility zero or a top coat of water, making two miles of slippery slime. The 1948 Ward LaFrance water truck made the decision. It quit.

When the flag dropped the dust was terrible. And when it had cleared, the front runner was — you guessed it — Floyd Dunn. He had a full seventy yard lead before Big Jim could see well enough to dial on his Husky. Little by little, Keeton pounded his way towards the front, remembering the workout this fellow Dunn had given him two months ago.

This time all Big Jim could see was a dust cloud. Thankfully, it kept getting closer. Then on the third lap, the dust cloud disappeared. Floyd and his Maico were checking out the soil as Keeton went on to his 14th 500 Expert win.

Another class winner was Mini Novice Mike Worthington (Hon). This makes two wins for Mike and earns him the right to have a yellow plate. Paul Emerson, Yamaha, won his first Mini Amateur race. Rod Ahlstrom, Yamaha, won the 100 Novice class and he also gets to parade a yellow plate. Randy Cannon, Hodaka, won the 100 Expert race. David Fultz, Honda, won Division I of the 125 Novice class and Charles Finnegan, YZ, won Division II. Now Charles is a yellow plater, too.

Dave McNeill celebrated his first 125 Amateur win and Chuck Pallas won the 500 Novice class giving him his second win and making him an Amateur. •

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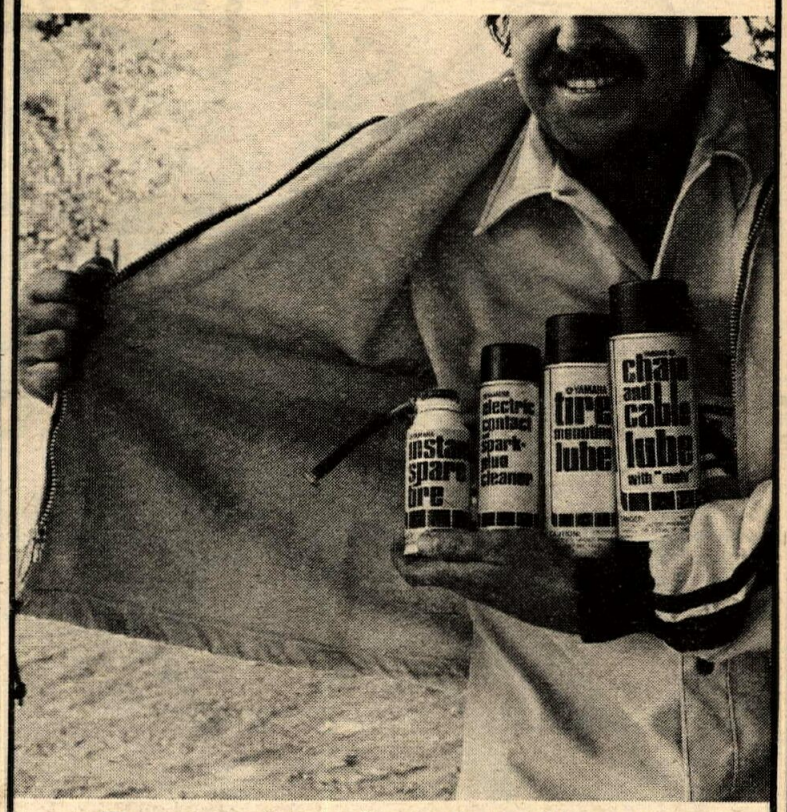

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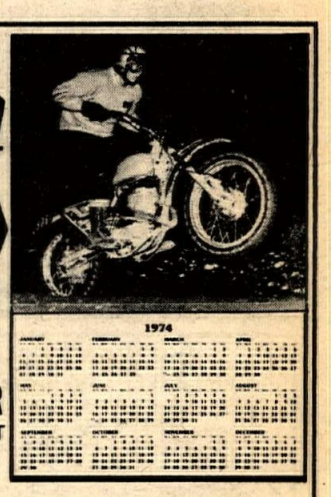

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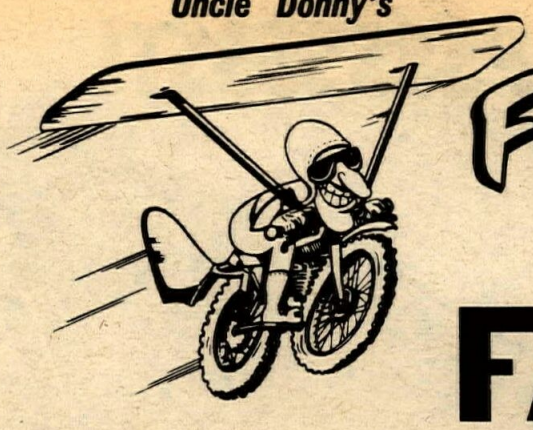

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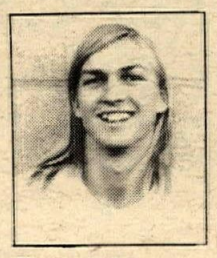

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What all America has been waiting for

BRIGGO ON SPEEDWAY

Briggo slides the old Douglas

From Barry Briggs in England

The door has been opened for an American rider to compete in the Speedway Championship of the World next year. At the recent FIM Congress in Spain it was agreed that one rider from the USA would go through to the Anglo-American-Nordic Final to be held in Denmark.

But the Congress was also presented with a revolutionary new formula for the championship, which if passed by the Spring meeting of the FIM in March, would be implemented in 1975. The provisional proposals did not make allowance for any riders from the United States to compete but I am sure that changes would be made before the formula came into practice.

The idea is for eight preliminary meetings to be held in Great Britain, Sweden, Germany, Poland, Hungary, Italy, Czechoslovakia and Yugoslavia. A total of 128 riders would compete...15 from England, Poland, Sweden and the USSR; 11 from Czechoslovakia; eight from Germany; six from New Zealand; five from Australia, Norway, Denmark and Hungary; four for Austria and Finland; three from the Netherlands, Italy, Bulgaria, Yugoslavia and Rumania.

The top eight scorers from each meeting would go through to four quarter finals in England, Germany, Czechoslovakia and Poland. The top eight from these would progress to two semi finals in Germany and the USSR. The leading seven from each semi final would contest the final (in England) along with two riders seeded direct by the host country.

The formula is certainly an interesting one and would give every country a fair chance. Many would like to see more than one actual final, with the champion being the rider with the highest number of points over three or four meetings, and there is no reason why this couldn't be done, too.

The championship is in need of revision. It remains to be seen whether the Track Racing Commission of the FIM agrees to go ahead and make the suggested changes but they seem to be the most sensible proposals put forward so far.

John Louis of England faces a 12-month ban from international events as a result of the British ACU being told to reconsider his case. Louis was originally let off after being found guilty of using a fuel additive in the British-Nordic Final at Coventry last August.

Louis qualified for the European Final but was barred from competing at the last minute and withdrawn by the Speedway Control Board in England. Now the FIM has told the ACU in Britain (which governs the Control Board) to administer a proper punishment on John.

It seems certain that the FIM will accept nothing less than a year's suspension. The Russian, Vladimir Gordeev, was banned for a year after

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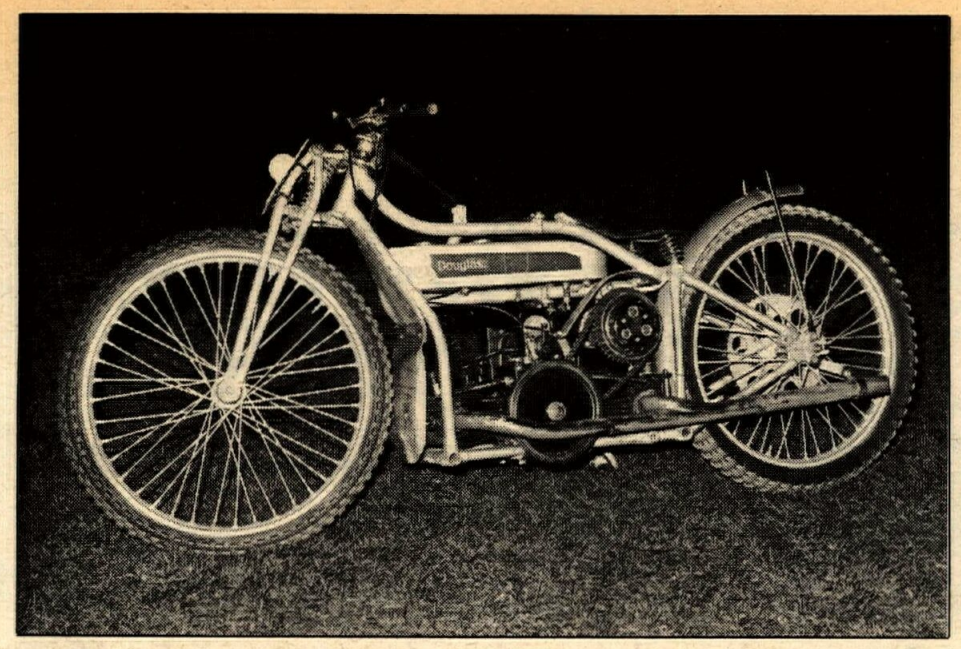


The vintage Douglas, a classic speedway rig of yesteryear.

being found guilty of using an additive in the 1971 World Final in Gothenburg.

It's tough luck on Louis, who claims that he didn't realize the additive was present in his fuel. But rules are rules. Having banned Gordeev, the FIM had no choice but to act similarly with Louis. When the British authorities failed to take the appropriate action, they put themselves in line for a rap from the FIM. And that's exactly what they got.

The Father of Speedway

West Maitland is a town tucked away in Australia. Its name probably means little to the majority of speedway fans round the world. But it was in West Maitland, fifty years ago, that Johnnie Hoskins started what today we know as speedway.

Johnnie arrived in West Maitland, back in 1923, purely by chance. Born in New Zealand, this great pioneer had travelled through Indonesia as a journalist before stepping off in Aussie. One day, in Sydney, he went to the central station, plonked some money on the counter, and said: "Gimme a ticket as far as this lot will take me." The ticket took him to West Maitland.

He hadn't been there long before he had joined the West Maitland Agricultural Society as secretary. Johnnie had a motorcycle and suggested that the Society hold meetings at their trotting track. The Committee wasn't keen...until Johnnie went out on Sunday morning and had a spin round the track. The Committee liked what they saw, and speedway was born.

The sport has made great strides since then, of course. It was Johnnie Hoskins who introduced it to England, at High Beach, in 1928. And it has gone from strength to strength. There has been significant changes in machinery and technique...as was illustrated at a "Golden Jubilee" meeting staged at Canterbury in England this month.

And who staged the meeting? JH, naturally. He's now 81-years-old but there is still no greater showman in the sport. He put on the Jubilee meeting at the track he now runs in England, and the fans were treated to some "old style" riding by Bert Harkins and yours truly. Johnnie had arranged for a couple of vintage Douglas machines to be brought along. Bert and I soon got to grips with them. As you can see by the pictures on this page, it is very different to modern day speedway. But the bikes were terrific to ride.

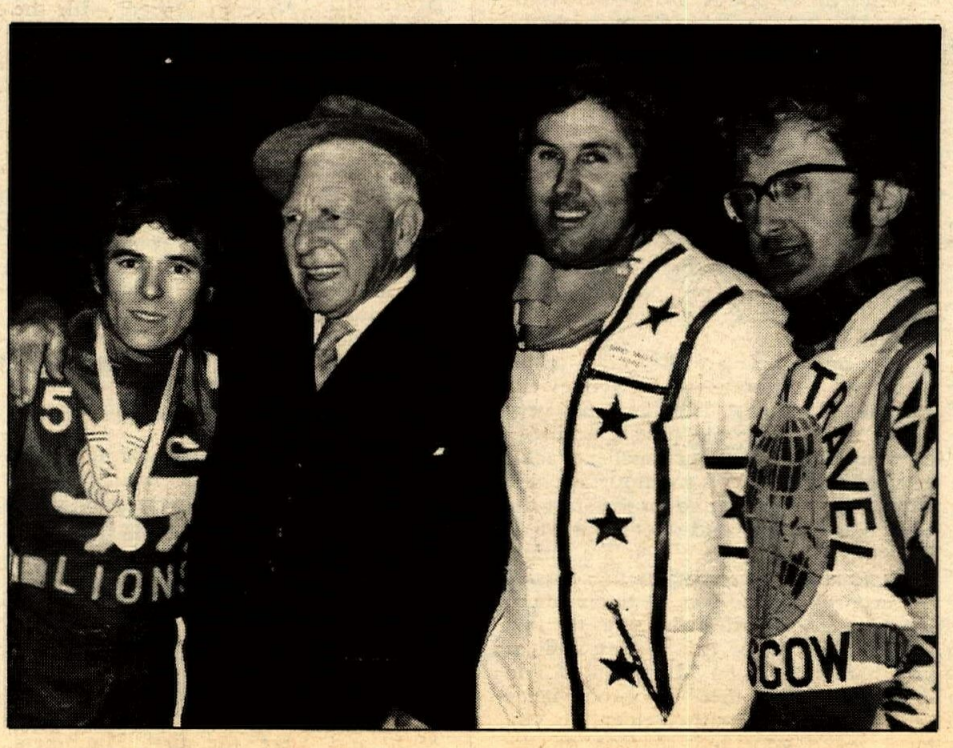
Bert and I, along with Dave Jessup, also put on some exhibition rides. Johnnie had me doing a few "wheelies" for the crowd. Not many riders do this sort of thing over here, but the fans really love them.

Johnnie Hoskins doesn't always get the credit he deserves for the time and effort he has put into speedway over the years. The Canterbury meeting did at least give me the opportunity of saying "thanks". I did ride for Johnnie for a couple of years in the colours of New Cross and I have always had a lot of time for him.

It is unbelievable the effort and energy he still puts in despite his age. He strides about the centre green, bellowing at riders if they are slow getting to the starts on time. He chats on and on to the crowd and at the end of a really wonderful evening he was still going strong.

He could — and would — talk all night about speedway. And people listen. He is a marvellous story teller, even if fact and fiction tend to get a little mixed up at times. But that's Johnnie. Still top of the pops in speedway. •

From left — Dave Jessup, Johnnie Hoskins (age 81), Briggo and Bert Hoskins.



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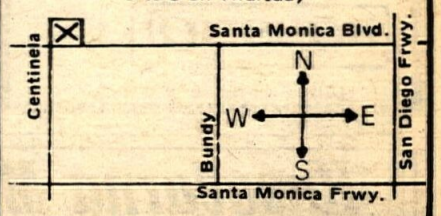

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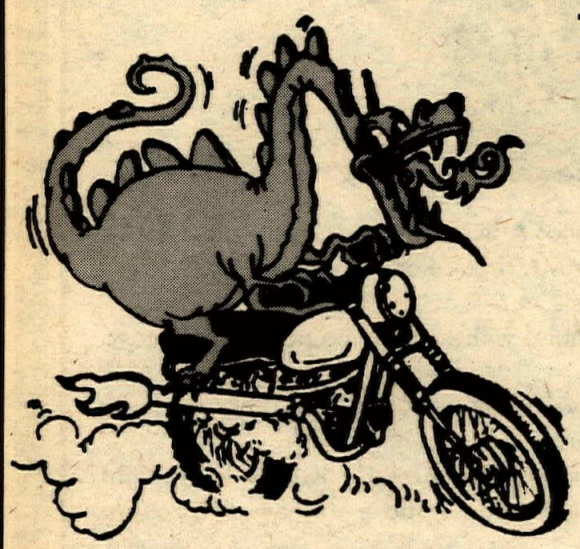

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SPEAKING OF SPEEDWAY

By Mike Bast

Well the U.S. Speedway Championship is over with for another year, and I've won it again. It feels just great to be

number one again. Thanks to my uncle Harlan and Dad for tuning my bikes all season and making it possible for me to win the final. They also sponsor and tune the bike that my teammate Larry Shaw rides, who finished a fine third place in the final this year. My brother Steve, who finished second in the California State Final and second in the Nations point standings, had a bit of bad luck in this year's championships and could only finish fourth. I am sure he would have done much better, but in his first heat he made a bad trap and had to work hard for a second in that heat. It seems that whenever you do bad in the first heat of a final you lose your confidence for the rest of the night, and it takes a lot of concentration and determination to bring yourself back up again.

Mike Curoso Goes Well

Second in this year's final was Mike Curoso, who went very well that night as well as all season. I think a lot of people thought Mike was going to win it after his first ride of the night when he won going away, looking very fast and relaxed. Being able to relax yourself while you're racing is half the battle of going fast.

Then in his second heat he was against myself, Rick Woods, reigning champ, and Bill Cody. I made the gate and won the race, with Mike coming in second. After running second in my first heat and winning the second, Curoso and myself were tied with five points apiece. Then in my next heat I was against Shaw, and I won and he came in fourth. This hurt Shaw for the title but he still finished a good third with two more wins. So as the meeting progressed Curoso finished second once more to Shaw, and I won my next three heats to take the title with 14 points, Curoso second with 13 points, Larry Shaw third with 12 and brother Steve with 11 points.

Arriving in Australia

Four days after the U.S. final Steve and myself left for Australia for a three month tour of Speedway. After 19 hours of flight time we arrived in Sydney on Nov. 1, 1973, at 2:30 p.m. and believe it or not we immediately left for a town called Newcastle.

This was about a three hour trip by car, so the promoter packed us in his car and off we went for a meeting that night in Newcastle.

The tracks here are all ¼ mile tracks or bigger, our home track in Sydney is a 1/3 mile track, The gate is very important on the big tracks, probably even more so that our smaller tracks. The reason the start is so important here is that if you get behind on the start the dirt is so thick and wet that it is difficult to see where you are going. You must pass mainly on the outside because there is no dirt on the inside of the track to get bite from. Plus the fact that at the end of the Sydney straight you hare hitting 84 MPH, and if you dive for the pole there is a good chance of drifting into another rider. So you must make your bid to pass on the outside near the fence. This is unlike most tracks in America, where the top speed is about 45 MPH. It is easier to pass on the inside because the tracks are so tight that if the rider in front of you drifts just a little, you can cut it short and pass him on the inside. But the start is still very important. Usually if a top rider makes five good starts, he will win five straight races.

Borrowed Bikes

So when we finally got to Newcastle Speedway, we had to borrow two bikes because our bikes were still on the boat to Syndey. The bikes weren't bad but still not quite to our liking, because of the bars, etc. but they didn't run bad. After a bit of getting used to the large tracks we managed to make it to the final. The final race consised of Greg Kentwell, Robbie Blackadder, Steve and myself. Steve made the gate from the pole as I came off last from three, but I just couldn't split the two Aussies. But Steve went on to win the final.

The track at Newcastle was very good, a bit heavy on the outside but all in all good to race on. The crowd for the meeting was about 9,000, which blew my mind. Hopefully it will get this big in the States soon.

I'd better go see about getting my bikes off the boat now for a meeting at Brisbane this weekend. Cheers to all and see ya next week. ●

CRC Team Race

By The Shadow

STODDARD VALLEY, CAL., OCT. 28

Visiting the desert for the last Sunday of the month, the California Racing Club found Stoddard Valley much to its liking, with a turnout of 127 teams on hand for the second CRC Team Race. Of the total number of teams entered, 101 finished the course, with 26 receiving DNFs on the day.

Next team race will be held after the first of the year, with trophies for the event October 28 being available at the National Racing Association (NRA), Grand Prix at Indian Dunes on Sunday, December 16.

Winning team on Sunday was the hot combo of Dale Teubner and Jim Sturgis (Pen/Hus), who also were the first Open Novice riders to cover the rugged course.

Three other division winners were represented in the top 10, with a second overall and first 250 Intermediate going to Jim Newett and Rick Jensen (Hus); fifth overall and first 250 Novice captured by Rick Ruppel and Ray Ruppel (Hus/Oss); and Gary Frederickson and Chad Hansen (Yam/Suz), 10th overall and first Open Beginner.

Further down the line, the team of Dean Meltzer and John Wilson finished 80th and were the first Minibikers,

while Kathy Campbell and Shirley McGurk put the Powder Puff class on the map with a 94th place overall finish.

CMC at Carlsbad

By John Bethea

CARSLBAD, CAL., NOV. 11

Rex Staten rode both the 250 and 500 Experts in CMC action at Carlsbad Raceway. That takes care of the action in those classes. In the 125, well, welcome another winner to the CMC pro lists: Rick Sheren.

In his four motos, rapid Rex collected four race victories. This means that in his last nine CMC Sunday class starts, he has a total sum of nine in a row. If that ain't a CMC record, it is pretty close and remember, the streak is still alive.

Next week, Rex heads to Phoenix for a non-biggie but was given word this week that come time for the Carnegie Trans-AM, he's got a slot on the starting grid in the International set. Watch for him to surprise a bunch of people, but not this reporter.

Rick Sheren's glory, justified as it is in his first ever win in CMC pro ranks, was somewaht out of the spotlight. Winning is all important, that's true in the motocross game — or any game — but case in point: Rick did not win a moto (Consistency, a clue to next season, paid off.), and a broad-shouldered "Southerner" from San Diego did. His name? Billy Urban. Two-year-old veterans should remember that name.

In 1971, Billy Urban set a still standing CMC record of 35 Expert wins. He earned the CMC No. 1 plate that year and nobody has ever come close to that win total. Billy won his last CMC moto back in early 1972. He won his next today.

What this means is this: Billy Urban is back. "I won a moto!" he exclaimed at the payoff. "It feels good."

And Sheren? He won it and that's what counts. Congratulations and welcome to the CMC circle!

Two factory Suzuki riders from Japan tried their hand at CMC racing and did pretty well. Toshiaki Kakamata took second 250 Intermediate despite an attack of falsies. In the first moto, yet worked up to second. Frank Fitzgerald (Hus), riding his first Intermediate race swept the class while turning out lap times reportedly nearly identical to those of the Experts.

Kazumasa Kamo was the other foreign rider and he swept the 100 Juniors. Actually, AMA flat-tracking star John Sperry rode in this race and won all three, but he signed up as an Intermediate and rode "just for fun" with the Juniors. He was at Carlsbad with the Suzuki clan. Ben Francis (Hon) took second.

James Russell (CZ) whipped Steve Roach (CZ0 for top honors in the 500

Int. while Cliff Lett was one of the few consistent 125 Int. as his 3-2-2 stuck a round for the win in the Honda class. Steve Bartley won the final two motos but took second overall.

Two other Junior sweeps occurred, those by Mark Jaffari (Hon) in the 125 Division II and Jerry Armstrong (CZ) in the 250 Division I. Another Armstrong, Mark, won Division I of the 250 on a Yamaha and Division I 125 went to Tom Settle (Hon). Steve Cottrell (Hus) won two 500 motos, then DNF'd but still secured that class win. ●

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Cycle News North

Territorial Racing Association MX

By Shirley Campbell

EUGENE, ORE., NOV. 4

With rain coming down for several days before the race, the race track was in top shape for the mud riders. If your thing wasn't mud racing you were in for trouble. There was some snow mixed with the rain most of the day. It was cold.

This was a race you would have to see to believe and appreciate the funny situations the riders got themselves into. The spectators were given quite a show.

The track played no favorites. From the Minibikes to the Experts it was the same story; up to their knees in mud at times. Some of the bikes all but disappeared from view along with their riders.

Riders did not like to push their bikes over the finish line. Even the Minibike riders would stand in knee deep mud, six feet from the finish line and work to get their bikes started. Most succeeded but many riders gave up earlier in the day and many broke down.

In the Box Stock Minibike class Oley Grover on a Honda took first place. Mark Moriarty (Hon) claimed second with third going to Richard Burtch (Yam).

Modified Minibike action saw John Wincewicz (Chap) in the first moto leading with Loren Erickson (Hon) coming in close for a second. In the second moto things changed. Erickson plowed through the mud to take first with Shawn Steinback (Hon) and Mark Campbell (Hon) taking second and third. In the third moto two bikes were left, Loren Erickson and Steinback made it through the last moto. Campbell ran out of gas. Overall first place went to Erickson with Steinback claiming second. Believe it or not this class started out with a lot of bikes. Guess the mud ate them up.

In the 100 class Randy Binder (Yam) won all three motos. Dan Worthington (Bul) took second overall for the day with third going to Judy San Martin (Yam).

The 125 Junior class had two heats of riders. In the first heat Ed Hill (Suz) claimed first overall for the day with second going to Wayne Olson (Hon). Third place went to Larry Vancurler (Suz). Second heat winner was Bill Hayes (Yam) with second going to Bill McCormick (Yam). Rick Wirtz (Hon) took third overall for the day.

Kent Goar (Hon) took overall top honors in the 125 Expert class. Gary Davis (Hon) claimed a close second with third place going to Brad Hurst (Hon).

The 200 class action gave Charles Andrews (Hon) a walk away win of all three motos. Al Muse (Suz) took second for the day with a third going to Arnold Burtch (Suz).

Attention was next turned to the 250 Junior classes. In the first heat Steve Dunnihoo (Bul) won the first overall position while George Murphy (Yam) was close for second. Gerald Harpool (Puc) took third. Second heat we saw Ron Cain (Suz) claim first with Joe Sandgathe (Suz) in second and a third overall going to Chet Campbell (Hus).

There were some super riders in the 250 Expert class. First moto was Steve Williames (Mon) out in the lead with Keith Nerseth (Pen) and Mark Williams (Ric) motoring through the pack. This was the way they finished. In moto two

Len Macchiarella. A quick adaptation.

Williames also kept the first spot with Skeet Hise (Hon) in second. Mark Williams came in third. Third moto was the same story with Williames number one and Hise number two. Nerseth took a third. Mark Williams did not ride the third moto.

Open Junior first overall for the day went to Bob Malpass (Yam). Second went to Mel Beaitie (Yam), with third going to Keith Crabb (Yam).

Open Expert action gave Jack Heeter the overall honors of the day. It was Charles Standeford (CZ) who gave Hetter (CZ) the most trouble all day. Standeford took second overall. Next race November 18, then December 2. See ya then.

Cloverdale Indoor

CLOVERDALE, WASH., OCT. 27

Sixty-eight riders and a sparse crowd of only 400 came out to the Cloverdale motorcycle races. All the heavies showed up from Washington to crunch each other into the boards. With the likes of Randy Skiver, the Hendrickson twins and Mike McClain trying for first things get a little tight in the corners. Some of the 360cc racing looked like an attempt at elimination of bodies rather than trying to win. But some how all of the riders managed to walk out of the building under their own power even if they did limp a little. Darrel Hendrickson of seattle was on the receiving end of a rather heavy push into the boards in the main event, but he shook the stars out of his head to the cheers of the crowd and walked off on his own.

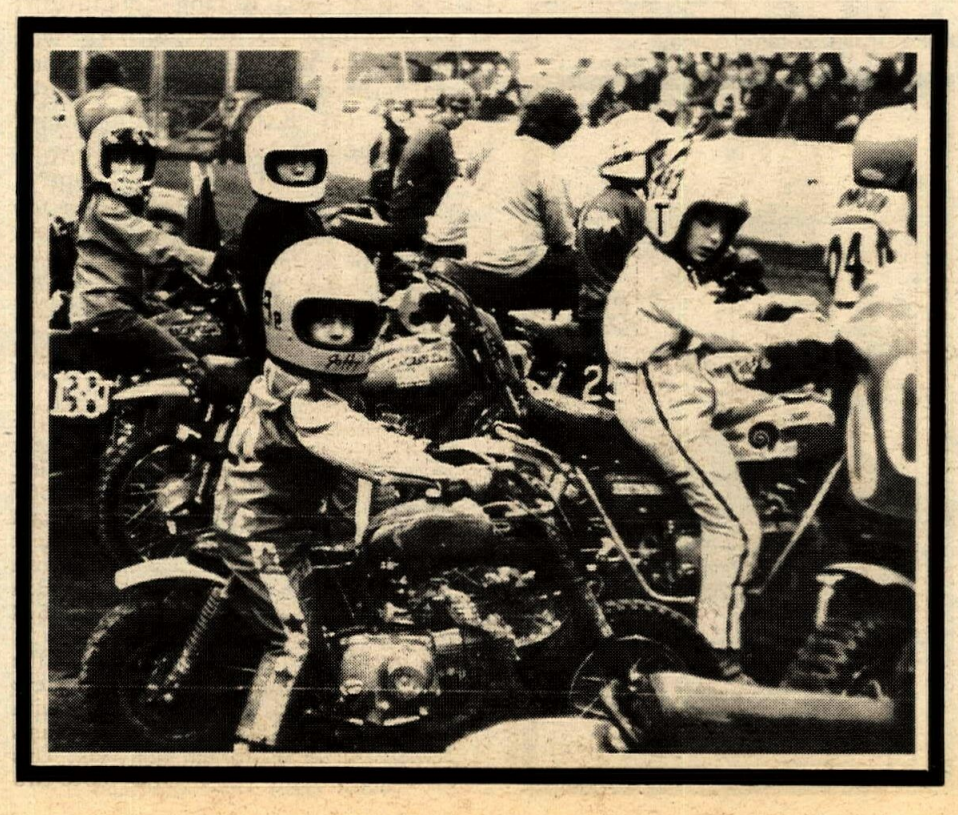
Duane Hendrickson of Seattle got his act together by winning both the 125cc and 360cc main event and went home with the lions share of the purse edging out national number 35, Randy Skiver of Everett who rode Butch Brown's Clarke Simpkins Honda's, while Brown is out for a few weeks with a broken arm, to second place in both money classes. These two did some very close raicng and they both had a lot of tire marks on the sides of their bikes.

The little Mini class went to John Christian from Kirkland, Washington on a Redmond Honda and the Super Mini class winner was Brian :Dahl from Seattle on a Honda. What these little guys give away in size they make up for in speed as their times are not that much slower than the bigger riders.

Thirteen year old Debbie Saenz from Tumwater on a Cycle Town Indian once again started from the penalty line by choice in the Powder Puff class to be first into the corner and win every event for the Powder Puffs. Like the ad say's "It's the water" or what ever makes Debbie go so fast.

Old Timer Dick Langlois from Vancouver on his Montesa returned to the indoor racing to win his heat, trophy dash and main, but not without a lot of cahsing from the rest of the pack. The way some of these old dudes ride and bump each other in the corners we'll have to see about covering them in rubber so that they make it to collect their pension checks.

How big is big? Jeff Abbott at Eugene.



CMC North at Sunnyvale

By Steve Castillo
Photos By Bob Anderson

SUNNYVALE, CAL., NOV. 4

Len Macchiarella came to Sunnyvale intent on riding his Montesa VR, but a flat rear tire in practice ended that. The day was not in vain however, as Dave Marcin loaned Len his 250 Kawasaki.

Len adapted to the bike rather quickly. In the race Len went pretty fast, which is usual for him, but he didn't crash, which is an unusual thing for him. Macchiarella picked up two firsts. Mike Urban, astride his Yamaha, came in for second.

Scott Raymes (Suz) picked up the win in the 125 Intermediate class for the second week in a row. Scott seems to be getting faster each week. Bob Geefert (Hon) rode quickly enough to get second overall. Geefert really seems to have controlled his throttle hand and does pretty well.

Neal Snarr (Hon) continued his domination of the mini-bike class at Sunnyvale by notching another win for himself. Regular Sunnyvale rider Jeff Doyle picked up second overall and Mark Olund brought his Yamaha in for third.

Old Timers action found wee Willie Lothrop out in front on his trusty Husky. Frank Whitter came in for a fine second on his Penton Jackpiner. Richard Olson brought his Maico in for third overall.

San Jose Riots (?) Begin

By Bill Spencer

SAN JOSE, CAL., NOV. 2

One hour before the gates were to open, the track was complete, swept, and in its state of three years prior, when it was last used.

The San Jose "riots" were dubbed in the old days when Chuck Guliuzzo used to be the starter and would need armed escort out of the arena after the races were over for fear of physical violence. Many of the races broke into riots, but

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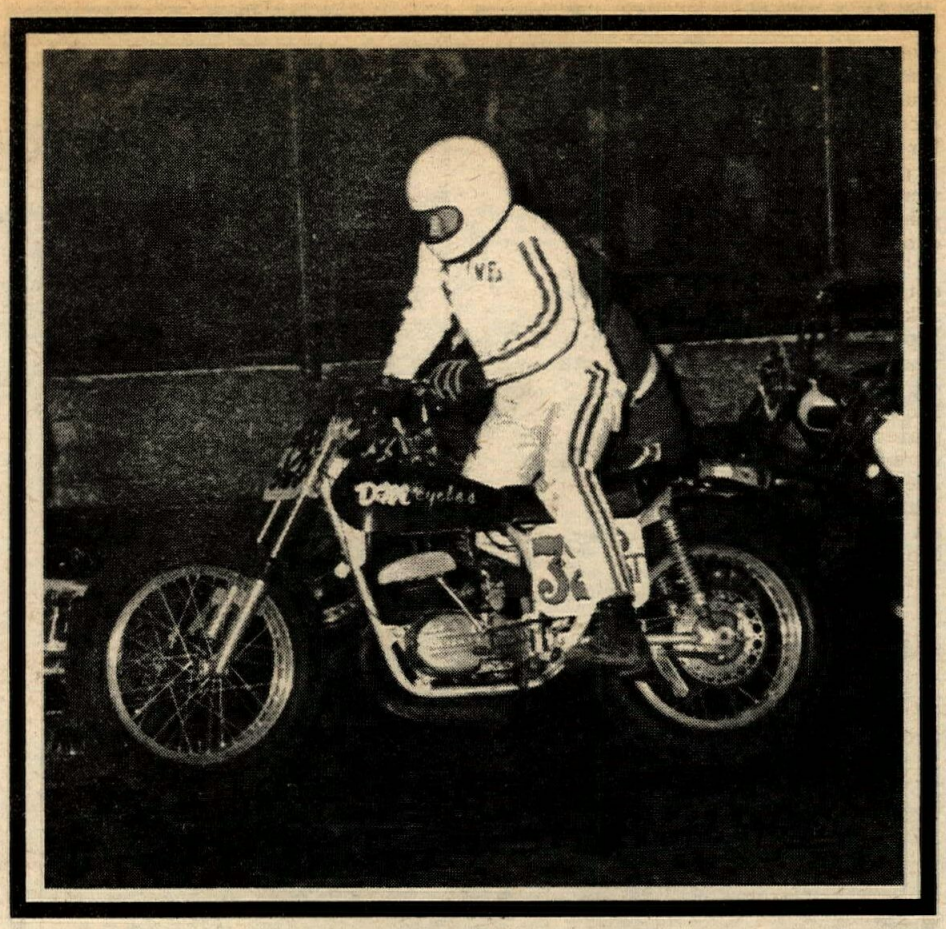


Wes Stout does the indoor two step at San Jose.

those days appear to be gone, or at least somewhat.

The actual size of the indoor arena is about 1/12 of a mile, short and pointed at each end. The racing is fantastic and when a rider becomes accomplished on this type of surface, he generally is good on any indoor surface, as witnessed by the Al Kenyon, Steve Hernandez, Rick Hocking, Dave Hansen, and other such indoor graduates.

Steve Hernandez returned for a bout with this track tonight and despite some differences of opinions, he was the winner in the 360 Expert run. In the heat, Steve drew next to Scott Pearson and had quite a race.

Pearson got the jump and led the former Yamaha Silver Cup winner right to the checkered where the controversy arose. Exiting the final turn, Pearson got a little wide, and when he went to turn up the wick he got just a little sideways, picking up the front end. Hernandez was close enough to try to get underneath. The decision of the referee went to Pearson, but the scorers said Hernandez won and the talk got louder.

Lining up the main got to be the problem with unhappy outside elements but the outcome was to Hernandez and he proved that he still has the stuff.

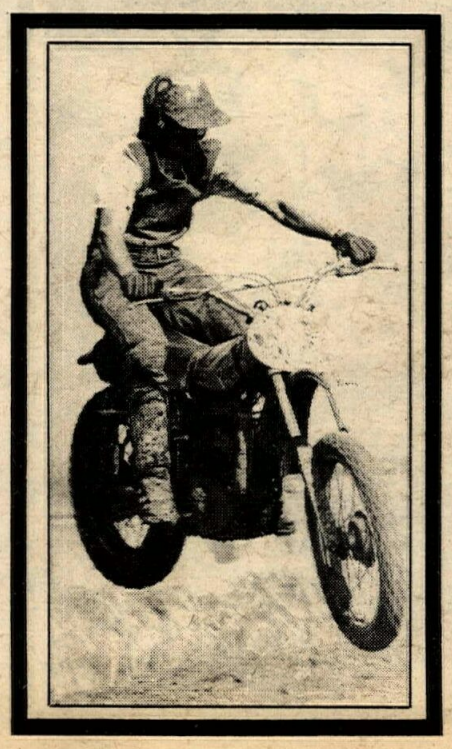
Old timers made the scene and Larry Trantham was one of the winners, riding his 350 Honda twin to the win in the Junior class over Gary Orlando and Gary Cooper. Trantham and Hernandez are friends of old, so the celebration was even better.

Young Randy Mamola has made the big bike scene with a 100 Novice win tonight after some time winning the mini-bike races. Riding a Hodaka for Cancilla Distributors, this young 14-year-old may well dominate the series with size and speed a determining factor.

The large entry of 235 riders made the 250 Novice class the biggest. When Bob Silva came out the winner, he was smothered with affection from slaps om the back to kisses. The chain on his Bultaco parted company on the burnout and some five friends got it back together just in time to make the start line. Steve Turner and Dan Contreras hung on the longest to finish second and third. The crashing and bashing was at its usual feverish pitch.

Rich Luhdorff brought out an old Triumph Cub and showed why they were the hot set up some 10 years ago by beating old timer Wes Stout in a real crash and bash affair that was restarted twice. The young Luhdorff is a real light kid who knows where the twist grip is set and handles it well.

Mike Urban: coming down.



B.A.R.F. Biggie

DIXON, CAL., OCT. 21

The Bay Area Racing Federation just completed its big two-day motocross with what had to be a real crowd-pleaser. Some of the area's top Experts went home with their pockets loaded down with loot, and one very happy young man is the proud possessor of a new Monark MXer. Danny Turner fought for his leads in the 125 and 250 Expert classes, but the $331 he took home with him was well worth it. Jeff Loff was the big winner in the Open Expert class, and ended up $160 richer for his efforts.

The new Monark (donated by Grand Prix Motorcycles) was won by Arnold Plant, but only thought a last minute surprise to everyone. Until halfway through the last round of motos, it looked as though the Monark would be awarded to either Dan Brown or Harry Bellecitti, as both of these riders had scored First Place in all four of their motos. On top of that, both of these riders had led for a total of fourteen laps. The big question at that point was how to break the tie. Then, a rider in another Division suffered a twinge of consciene and admitted to the Referee that he was really an Amateur riding in the Novice class. He had scored three

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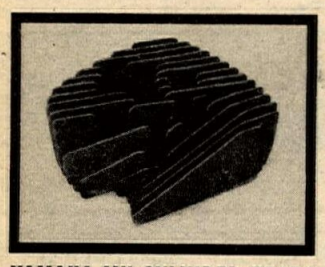

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first place wins in his Division, and in so doing, had bested Arnold Plant who had scored one first and three seconds. By disqualifying himself, Arnold also had four first place win, and when the recount of laps was taken, Plant had led for sixteen laps. Everyone present was as pleased of the final outcome, as they were proud of the Amateur who had gone 'cherry-picking' and was 'man' enough to admit it.

The weekend was full of entertainment for spectators and riders alike. On Saturday night, a Rock Bank kept everyone entertained until the week hours of the morning. And then, on Sunday morning Johnnie Hall and Dick Mann showed up for the local motocrossers with some tips, albeit they were for the most part from behind his Beezer. Jeff Loff, who is destined to be District 36's Blue-Plate No. 1 in 1974, set a new lap record of 1:375. for Argyll Motorcycle Park, breaking Danny Turner's old mark of 1:39.

CMC North at Sunnyvale

By Steve Castillo
Photos By Bob Anderson

SUNNYVALE, CAL., OCT. 28

Dan Roberts completely dominated the racing in the 250 Senior class at Sunnyvale today. Roberts, riding a Bultaco for Sonny Kenyon beat back charges from usual go-faster Mike Urban (Yam YZ).

Roberts was content to sit back in both motos and let the front-runners drop back. They did and he moved up to take over the lead and the win in the class. Urban garnered second overall and Jerry Johnson brought his Husky in for third.

Greg Doran pushed his Cycles Unlimited Suzuki to win the Open Intermediate. Greg beat back hard charges from Larry Gurely (Yam) who took second and Ed Ehininger (Mai) captured third.

Charles Holcomb, back after breaking his leg at this very same Sunnyvale track, took revenge and won his class "no sweat". Steve Cunningham brought his Maico in second overall.

Mike Amaral (Suz) beat the 125 Seniors again, but not without a tough go with Mike Middleton (Pen) and Henry Halbach (Mnk). In fact, Kent Classen (Suz) led for almost the entire first moto until Amaral was able to get around him. Middleton was second with Henry Halbach third.

P.A.L. MX at Santa Clara

By Steve Castillo
Photos By Bob Anderson

SANTA CLARA, CAL., OCT. 21

Bill Kisich riding a Honda for Jim McGreen's Proto-Pipe picked up all the marbles at today's P.A.L. motocross.

Kisich had to contend with the very aggressive Mike Urban on a Cycle Sports Yamaha YZ. In fact, Kisich and Urban completely left the rest of the 250 Seniors to do battle on their own.

In both motos Urban got the start but Kisich, playing the role of Mr. Cool, was just content to wait and let things happen. Things did happen as Urban got off and Kisich was out front to take the win. Urban got going again and took second overall; Jeff Mullins, riding a 250 Kawasaki from Bike World, was third.

125 Intermediate action found Bob Geefert out ahead in both of his motos on his very rapid Honda 125. Geefert really looked good winning both his motos with a wide margin. I don't think he crashed once during the whole day. Kevin Doran picked up second place on his candy-apple red Suzuki. Randy Nielsen brought his Penton in for third.

Phil Kemper and Mike Dittrich went at it again in the 250 Junior class. Both riders seem to get in a big battle each time they're in a race together. This time it was Phil Kemper who took the win over the blonde-haired Husky rider.

Continued on page 26

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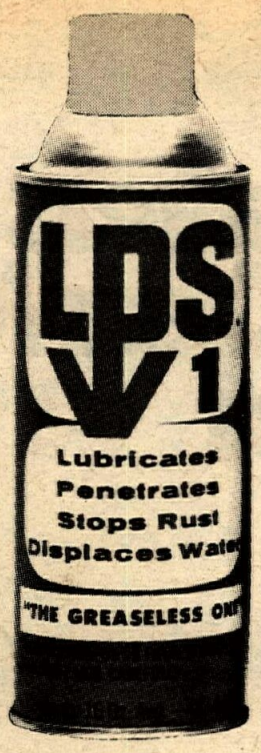

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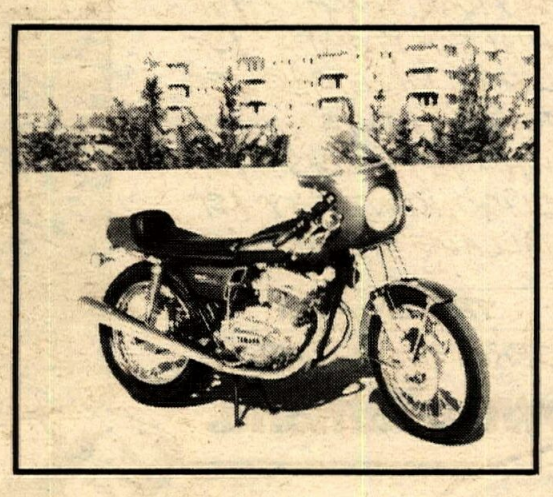

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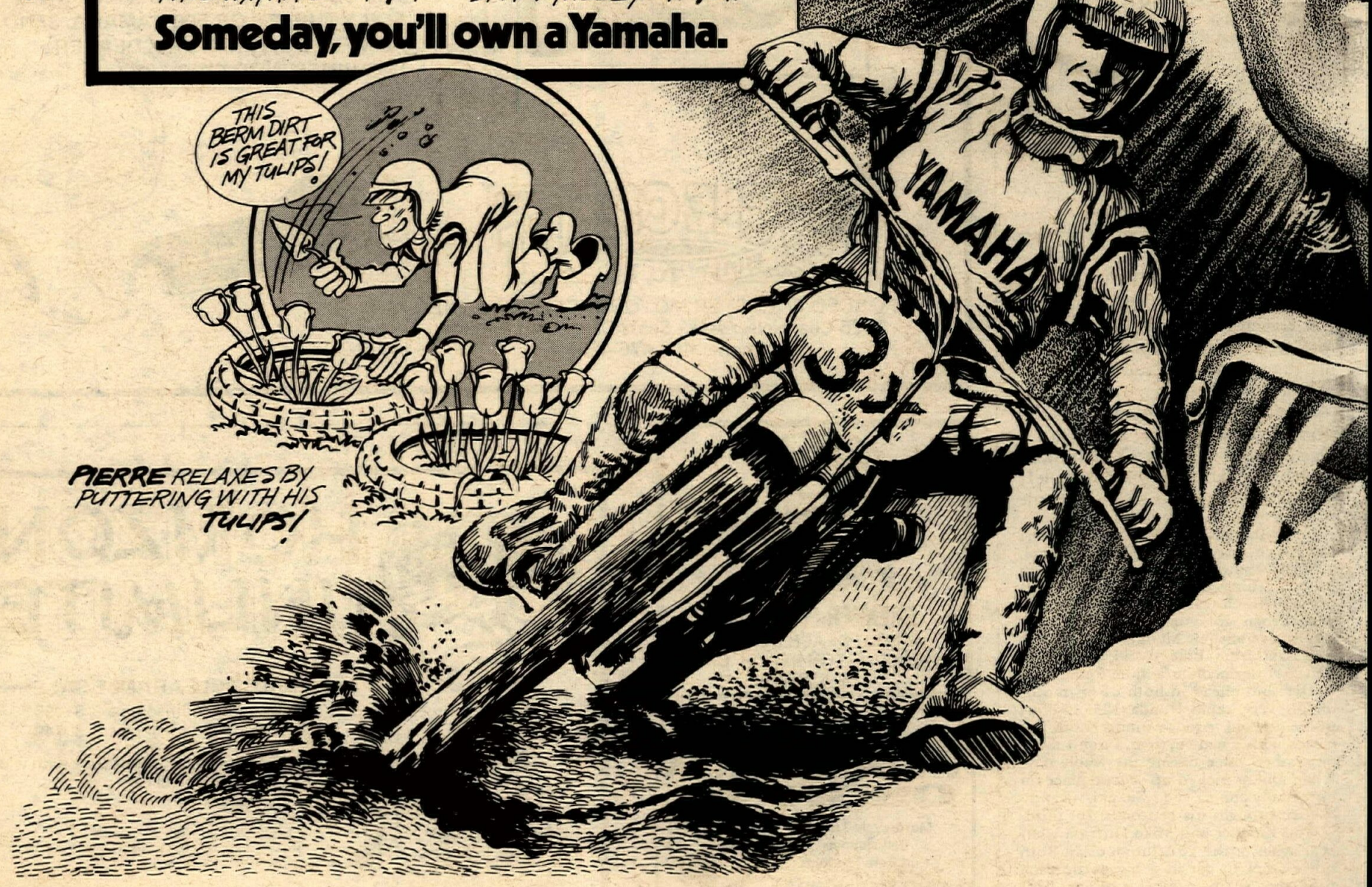
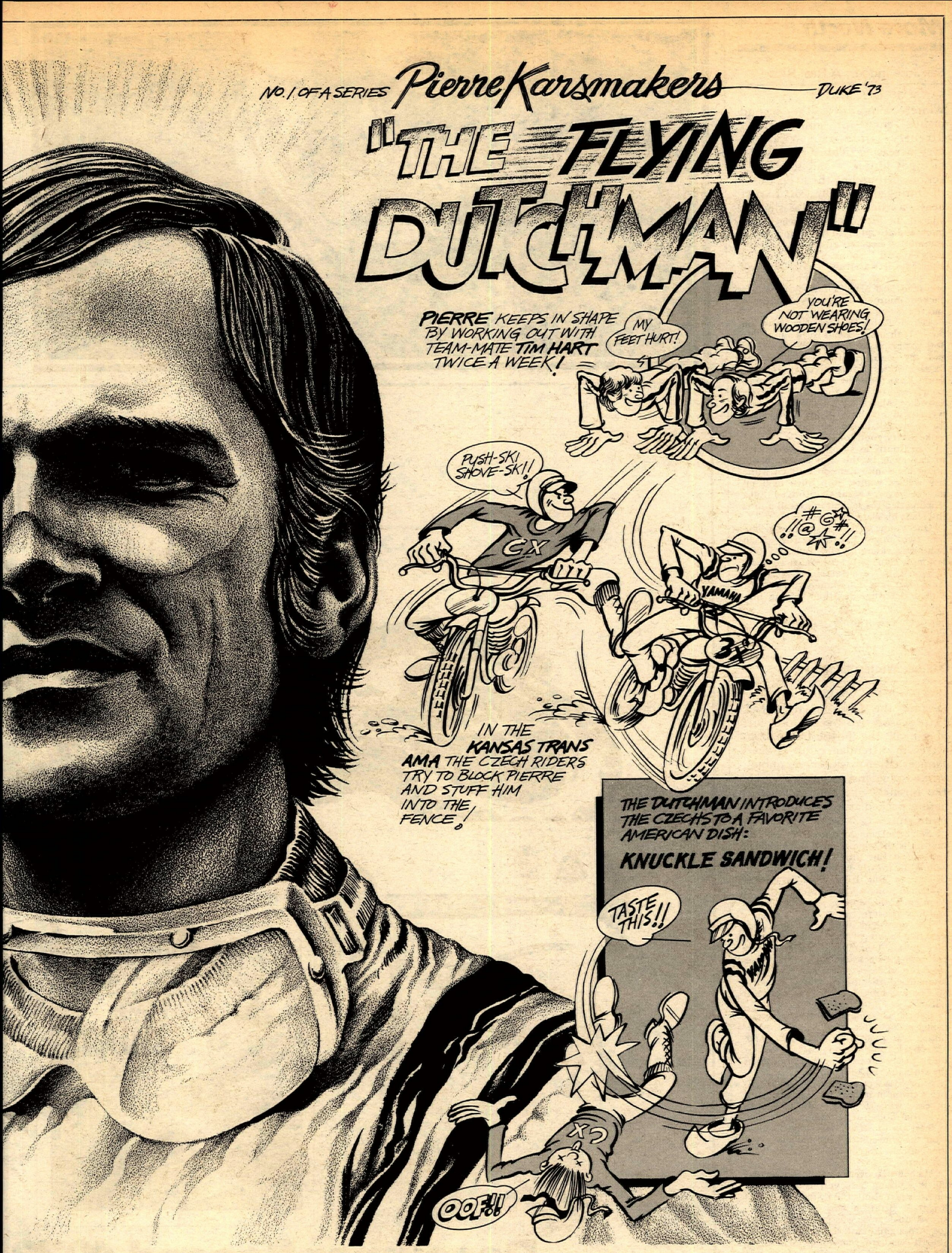
LAURELVILLE, OHIO	1ST.
ROAD ATLANTA	1ST.
WHITNEY, TEXAS	1ST.
SLIGO, KENTUCKY	1ST.
TALLADEGA, ALA.	1ST.

TRANS-AMA	
SPRINGVILLE, N.Y.	1ST.

Someday, you'll own a Yamaha.

PIERRE RELAXES BY PUTTERING WITH HIS TULIPS!




NO. 1 OF A SERIES
Pierre Karsmakers
DUKE '73
"THE FLYING DUTCHMAN"
PIERRE KEEPS IN SHAPE BY WORKING OUT WITH TEAM-MATE TIM HART TWICE A WEEK!
MY FEET HURT!
YOU'RE NOT WEARING WOODEN SHOES!
PUSH-SK! SHOVE-SK!!
CX
YAMAHA
#G☆!!@☆!!
IN THE KANSAS TRANS AMA THE CZECH RIDERS TRY TO BLOCK PIERRE AND STUFF HIM INTO THE FENCE!
THE DUTCHMAN INTRODUCES THE CZECHS TO A FAVORITE AMERICAN DISH:
KNUCKLE SANDWICH!
TASTE THIS!!
OOF!!

More North

San Jose Indoor, A Real Riot

SAN JOSE, CAL., NOV. 9

Winter rains drove the second night's entry of indoor riders directly indoors. With an ever-increasing field of entries, the race got hotter – and so did the action surrounding the little arena.

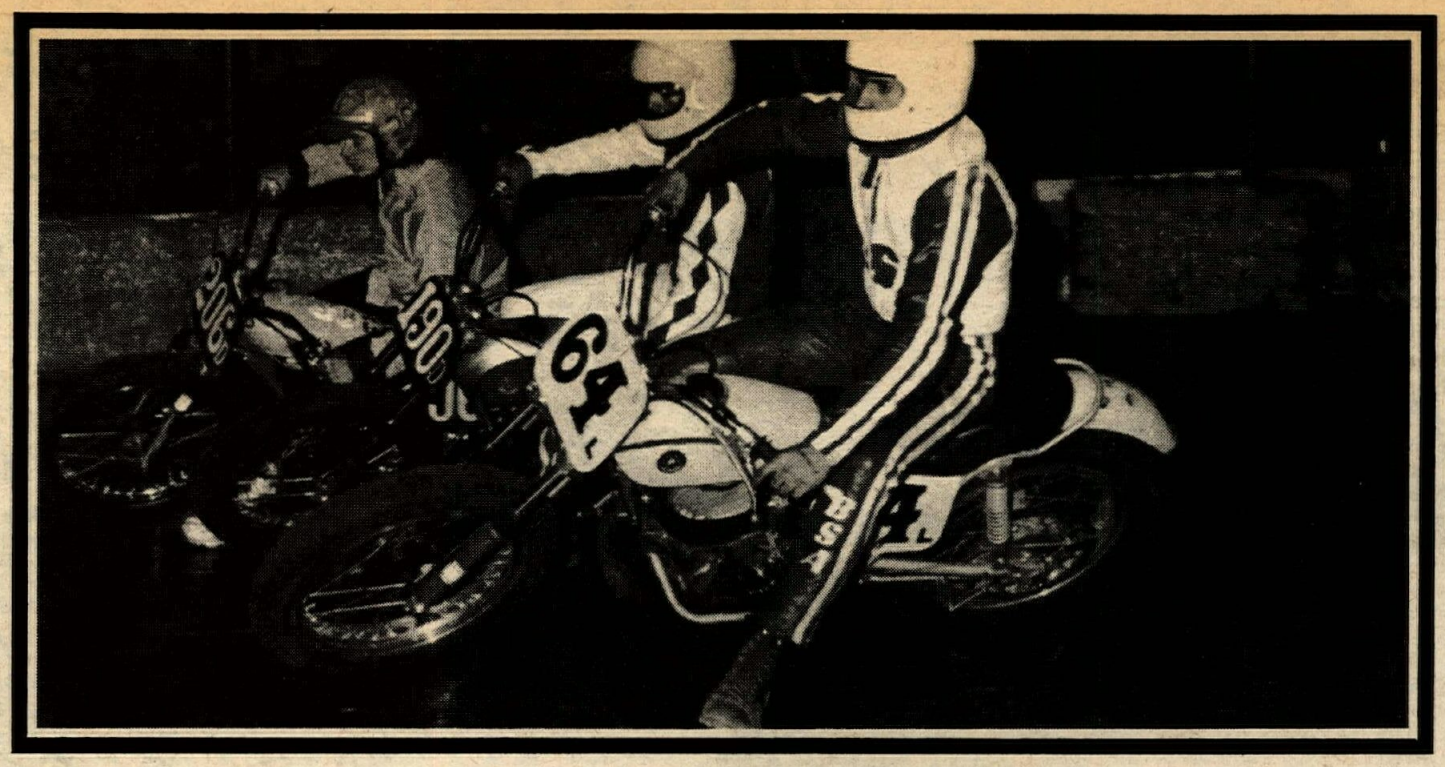
During one of the 250 Expert heats, a rider fell and was slightly injured. In the process of clearing the track and attending to the young man, a commotion occured at the entry to the arena and before anyone could intervene, it was truly a riot. Just like the old days. Time and cooler heads prevailed and after a few more action packed minutes, things quieted down and the racing continued.

Dennis Robinson took over things on the 1/10th mile asphalt by winning the 360 Expert main, the overall point lead, and the lead in his class. After the six-race series leaves here, it goes to Santa Rosa for eight weeks and then to a one-nighter in the Cow Palace, Saturday, March 2. All the high point events will combine at the Cow Palace for an overall indoor champ. Robinson looks pretty good for starters.

Dan Contreras surprised himself with an easy win in the 250 Novice main, riding his Sonny Kenyon Bultaco while last week's winner Bob Silva held up second over Frankie Borba. Silva remains tied for second in overall points and leads his class.

One young man may well be in line for two high point awards. Rich Luhdorff, riding a 100 Bul and 200 Triumph Cub, is pretty tough to beat. He won both Novice classes in those size ranks and is a determined competitior with a determined father helping him out.

(At right: Eric Weissler, 125 Novice winner indoors.)



Oakdale Winter Scrambles

OAKDALE, CAL., NOV 11

Despite the close of the Black Plate season two weeks prior, just about all the hot-to-trot troops were in attendance at today's Pioneer Arena winter scrambles. While some just came to watch, the business of racing was just as action packed as it was for the last point run.

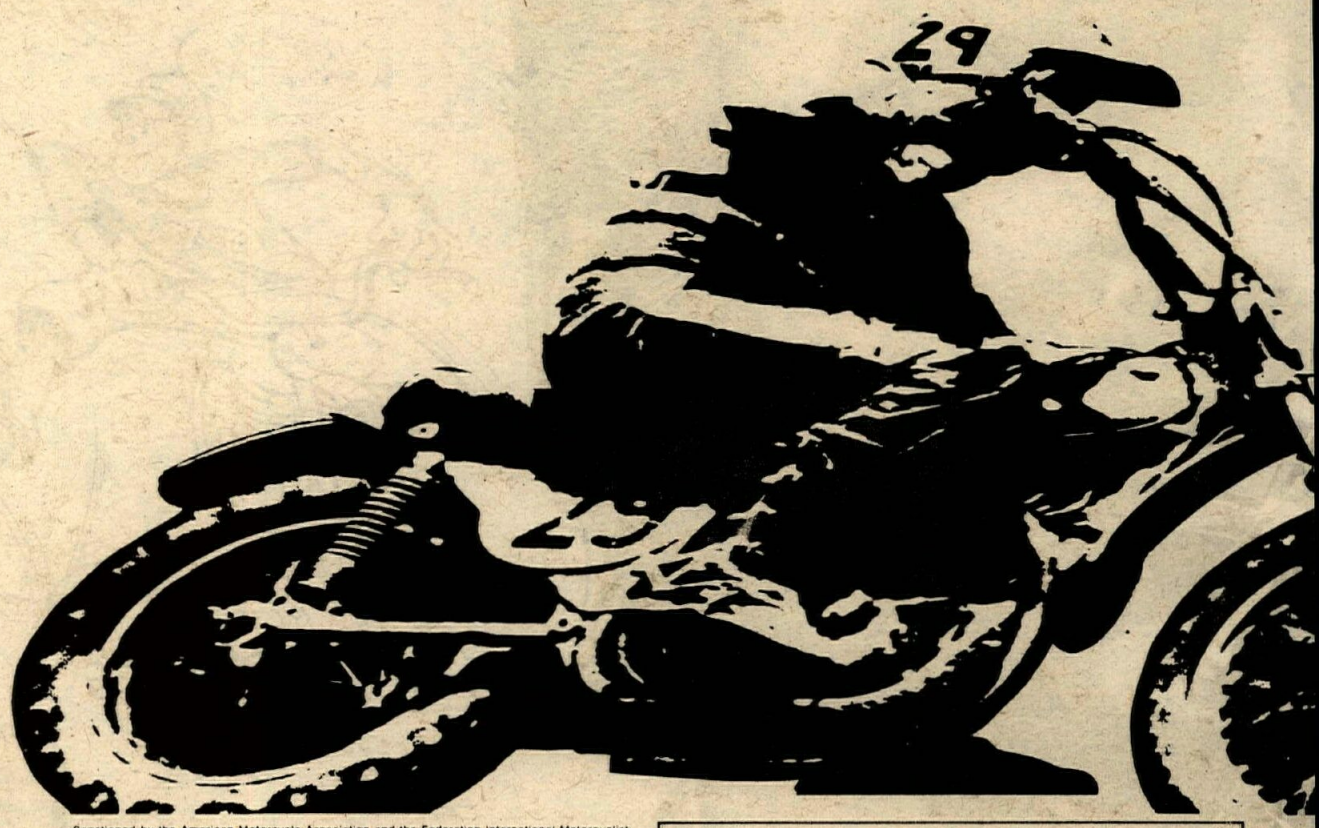
Neil MacDannald reiterated the fact that he is the man to beat in the rough and did it this time on a new mount. Selling his mostly winning Elsinore 250 Honda to Bill Rose, Neil is out to compaign on a new Montesa VR, winning both handily over Ken Caves and Roy Winters.

The only bad thing as it turned out was that a bit of rain made for some slick spots. A number of riders did the old over-the-backside trick while some were forced to cut the course and were disqualified for those efforts. Luckily, no one was hurt despite some real hard falls.

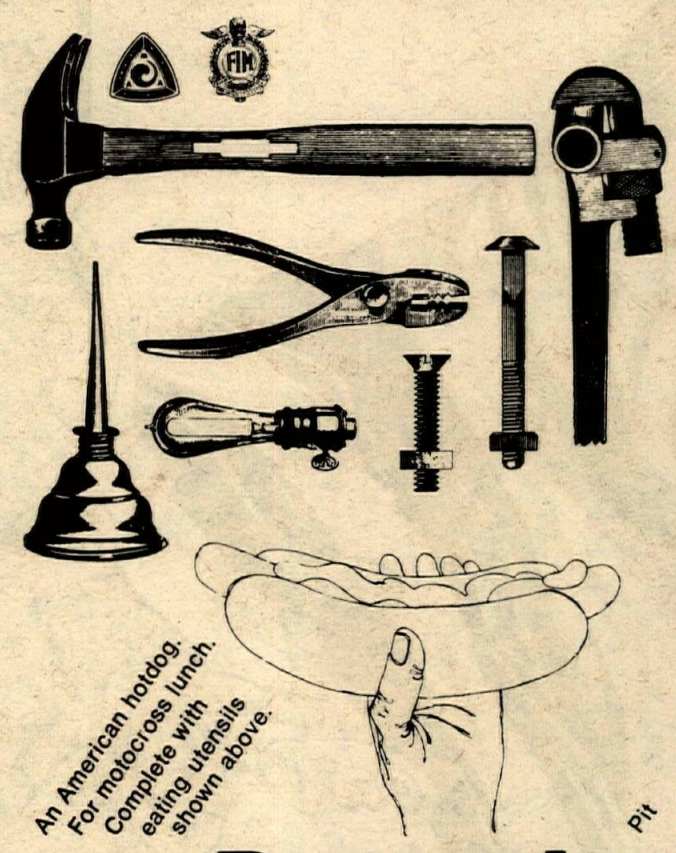
Chuck Goodrich returned to the racing scene after some years absence. Chuck was a very promising rider three years back and his win in the 125 Junior today just went to show that he still has the stuff that makes champions.

Stan Slate proved the worth of his 175 Penton in today's Novice main with an easy win. He rides with a smooth style that does not get him into trouble, at least on the track. His only problem after the win comes from having to tell the Tulloch Lake mob how it really is out there.

Michelle Hoover may not know that she is a young lady yet, as this young cuttie is just about the fastest thing on a Briggs & Stratton I've ever seen. She knows no fear as was proven when she got into a ginat tank slapper in the heat, got off real hard, remounted to finish in the money and then went on to win the main with ease. And her routine over the jump is nothing less that spectacular. ●



Sanctioned by the American Motorcycle Association and the Federation International Motorcyclist



An American hotdog. For motocross lunch. Complete with eating utensils shown above.

Pit

Poppy

December Second 1973

De Anza Hillclimb

By Ann A. Powell

SUNNYMEAD, CAL., NOV. 11

The hill at De Anza Cycle Park, 530 feet of sand, rock, ruts and dogleg turns, had a lot to offer everyone, and there was little doubt that those who carried home the brass really earned their honors today.

The minibike class, always popular at De Anza, is just about going to have to be reclassified as the 70 class. Nearly all of the 12 competitors were riding those hot little Honda XL 70s, and they were giving the hill everything they had. Taking a first place trophy was Chuck Hobbs on his first time out at a climb. He was followed by Mike Shea in second and Eric Collins, third.

Winner of the 100 class was Gary Bancroft, not a new feat for this young man.

The 125 class has to belong to the Powell family. Young Mike showed that he was 97 pounds of hillclimbing magic when he took his bike up to the 430 foot mark, setting a high mark that couldn't be broken by anything under the 250 class. Older brother, Dave, and his father had to sit back and watch the young man go, leaving them both in his dust.

If anyone ever gets the idea that only the men can handle the big hills, one need only watch Alice Hudnall climb. She makes that 175 Yamaha do just about anything she asks, and today she got first place in her class. Jack Tomar, who had to settle for second, claims that Alice "whispers sweet nothings in her gas tank."

The 250 Stock class, one of the largest in the competition, was headed by Ian Nascimento. Nearly 20 feet behind was Bruce Kranz in second place, and even further back was Don Robinson in third.

Nascimento jumped to the 250 Modified class, but here he had to settle for second place behind hard riding Wes Evans on a super Bultaco.

It was beginning to look like no one was going to top the last few feet of the big hill until Bill Mathison on a 360 Yamaha finally went over and assured himself of a first place in the class. Jim Hoggard, Jr. took a second and Craig Mock a third.

Both Hoggard and Doug Hall, riding the 360 Modified class, managed to top the hill. Hoggard took a first, based on his 470 high mark, with Hall settling for a 431 and second place. Third place in this class went to George Tidwell.

Proving that the hill was getting no easier, only Kerry Peterson, on a 400 Stock Maico, was able to make it over in his class. Second place went to Don Wagner.

Peterson repeated his over in the Modified class, but had to settle for a second this time, behind Gene Paquette. Paquette stopped just short of the top on his second run, but it was higher than Peterson managed to climb.

Chuck Peterson took first place in the 450 Stock class. The 450 Modifieds were led by Lee Dugas, followed by Jim McClendon. No 450s were able to top the hill, and neither were the 500 Stockers. First place was won by Clyde Peterson, Jr., with a high mark of 510 feet, followed by Wes Evans.

By this time the hill was really getting rough. Even though the bikes were getting bigger and more powerful, they were having a rough time making it over. Earl Whetsell, on a Modified Yamaha 500, got over the top, but Elden Peterson and Neal Mackel had to earn their respective second and third place awards by setting high marks just below the top.

Then came the fire-breathers. Big and powerful as these fuel burners are, they couldn't make a Sunday drive of that top 50 feet or so of the hill. Mackel finally assured himself of first place, but he worked for every foot to the top of the hill. He was followed by the smallest bike in the class, Ron Saffel on a 650 Triumph. Third place went to Ed Shaver.

Top Eliminator for the day, going over from the 200 foot mark, was the lanky Mackel. •

MVMC at De Anza

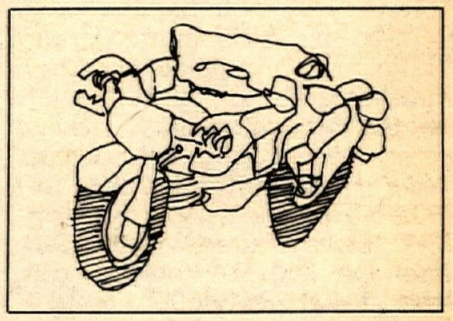
By Keith Patten

SUNNYMEAD, CAL., NOV. 10

In the 250 Beginner class today Randy Lutz proved that consistency counts as he got the overall win with a second in the first moto, a third in the second, and a second in the last moto.

The first moto was won by Timothy Jones followed by Lutz and Sam Easterday. The second moto saw Edward Soza take the lead and hold it to the end. Jones took second and Lutz took a third this time. Tim Gilliam won the third moto giving him enough points to take the overall second place. Lutz again was second with Easterday and Ray Fawcett taking third and fourth.

Tim Stevenson completely dominated the 250 Junior class by winning all three motos. Dan Roach took second in the first moto followed by John Ward and Brad Painter. Ward came on strong in the second moto to



take second place just in front of John Lawson. The last moto was a rerun of the second moto.

Brian Harber was out of sight in the 250 Senior Expert class as he won all three motos.

Suzuki mounted Dave Walton won all three motos of the Open Beginner race followed closely by Mike Roach with three seconds.

Burke Tollstrup won the Open Junior class with no problems.

The Open Senior class saw Tyler Tollstrup win all three motos easily.

Paul Ivie won the first two motos of the 125 Beginner class. Tom Bower took second the first moto followed by Yamaha mounted Steve Anderson. The second moto it was Ivie, and this time Anderson edged Bower out for second place.

In the last moto Ivie fell while leading and enabled hard charging Anderson to take over the lead and hold it to the end. Bower then took second but Ivie put on a determined effort to regain second for the finish. This gave Ivie the overall win by a narrow margin.

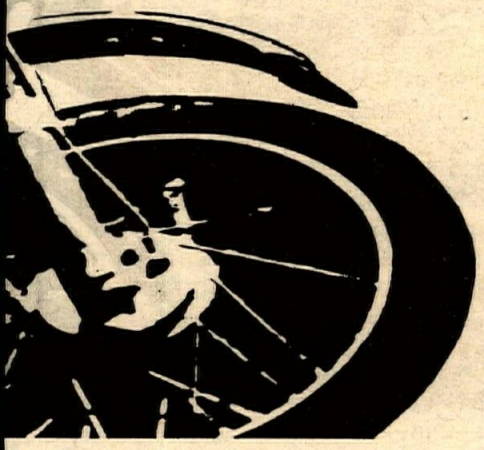
William Jagers a regular crosser on Saturday won the 175 Beginner class. Dwayne Vanderby who is also one of the resulars won the 175 Junior race.

Neil Fawcett and Craig Hill fought it out in the Mini class. Neil who came up with the overall win by one point. Joe Spangler, another one of our regulars, was moved up to a Junior in the Mini class, so to celebrate he took first in his class.

Alvin Long led for a few laps in the 100 Beginner class before he had problems and had to call quits for the day. With Long out Mark Allee took the win unchallenged. Harry Warr won the 100 Junior class.

Debbie Lutz won the Powder Puff class on her Yamaha. •

International motocross hotdog.
Crazy? No. He races hard.
For money.



The Cycle World Grand Prix.
The Biggie!
The Biggest Purse.

The best riders America has to offer. Battling it out with Europe's finest. National and world champions. Factory racing bikes.

You'll see them on their snarling, leaping crotch-rockets at Saddleback Park on Sunday, December second.

The excitement starts officially at noon under the flags of many countries. But get there early. Practice starts at nine in the morning.

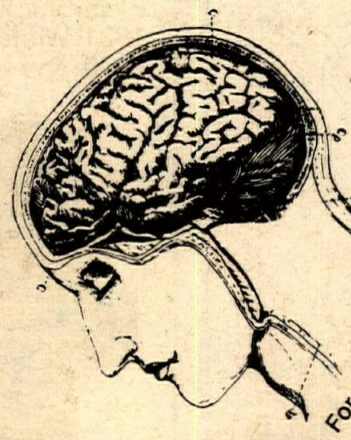
Pick your hillside spot. California's Saddleback Park offers great vantage points to see many jumps and turns, not just a few. Lots of parking, too.

Get to the Newport Freeway in Orange County, take the Chapman Avenue turn-off East to Santiago Canyon Road.

Or sneak up the back way on El Toro Road off the San Diego Freeway.

For six bucks (three bucks for kids 6 to 12, and free for kids under 6), it's a great day in the sun.

Silver-plated tub toy for winner.



The Saddleback Course:
Tough and Scary

Everyone starts here —
Only the best finish.

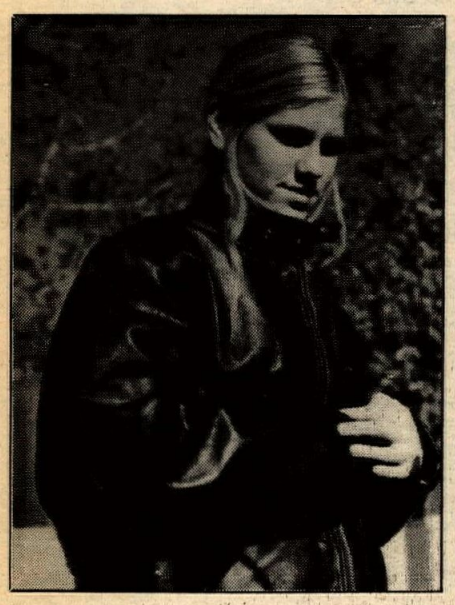
For more information
call Saddleback Park
(714) 639-5832

Trans-AMA Motocross Finale

NEW PRODUCTS

How about a cuddly stuffed animal for the mini racer hanging around your shop? Get that cute little devil a nice apian stuffed animal, (like the one shown here), from San Diego Zoo, Department Endangered Species, San Diego, CA. Not only will you gladden your youngster's heart, but you'll be doing a great service by saving endangered animals, too. Do just like the zoo does. Take one of the critters out of the area where they're disappearing, put it behind a moat, and let tourists throw bread and burgers to it. Zap! A stuffed animal.

Ho, ho, ho, ho, ho. What does the modern Santa mounted on a Kowalski 903 moto-raindeer wear to keep his belly button from frosting over on cold nights? Why, a leather jacket, of course. One of the nicer high quality jackets we've seen around is available ready made (off-the-shelf) for $69.95 from The Leather Factory, 2370 Stevens Creek Blvd., San Jose, CA 95128. You can call them at 408/286-3450 9 a.m. to 9 p.m. weekdays, and 9 a.m. to 6 p.m. Saturdays. And after you've spent all Christmas Even delivering goodies to nice kids all over the place, you can loan your jacket to



a nice kid on the morning after.

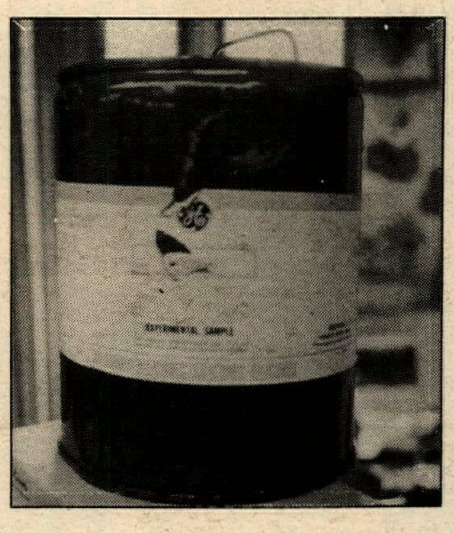
Who knows, in return for loaning her your spiffy modern moto-Santa jacket, your favorite nice kid might spring for a set of real live ready made motocross pants for you this holiday season fast approaching. They also come from The Leather Factory, 2370 Stevens Creek Blvd., San Jose, CA 95128, zip code 408/286-3450.

For that trial or trail enthusiast on your Christmas list, how about a Backcountry Fanny Pack? It's made of 8 ounce waterproof nylon duck, and comes in two waist sizes, small and large. It rides down in the small of the back where it won't bother you, and is large enough to hold a jacket and gloves or a picnic lunch for trail rides. Available in red, navy, international orange, tan, and

green, the Fanny Pack sells for $10.50. As with all the Backcountry products we've seen, the emphasis is on quality and durability. The winning Baja team of Mayes and Bakken used Backcountry manufactured equipment in their victory, and it held up fine. Get this and other Backcountry goods from Backcountry, 8272 Orangethorpe Ave., Buena Park, CA 90620. You can buzz them at 714/523-4852 or 213/941-3671.

Are you really into espionage, friend? Are you one of the believers in the theory that suspension quality makes as much difference as horsepower in racing? Then just get your hands on some General Electric SF-1166 LV Silicone Fork Fluid. There isn't much of it around, and it "may or may not ever be available commercially," but if you can lift some of it from a factory racing team truck at one of the Trans-AMA's, you're in business.

In the old days, they used to sing of hoping for a white Christmas. Now all most people need for an unusually great Christmas is clean air. You can do your part by cleaning up your two-stroke act with Torco's new synthetic oil. It's now being test marketed under an assumed name, but identified as "T-2 S Synthetic Oil". Its release was stimulated by recent EPA threats to two-strokers, and it carries a nice price tag — calculating out to about 8 cents less per gallon of gas/oil mix than other synthetic earls on the market. It has been tested for two years (Get it? Two years, two stroke. Get it?) to minimize smoke emission. It has good rust and corrosion protection, can be injected or pre-mixed, has cleaning power, and a minus 55 degree pour point, so you can store it in your ice chest. It makes a great salad dressing, too, if you're a true man of steel. Get the details from Torco Oil Co., Department Oily Christmas, Santa Fe Springs, CA 90670, 213/944-6361.

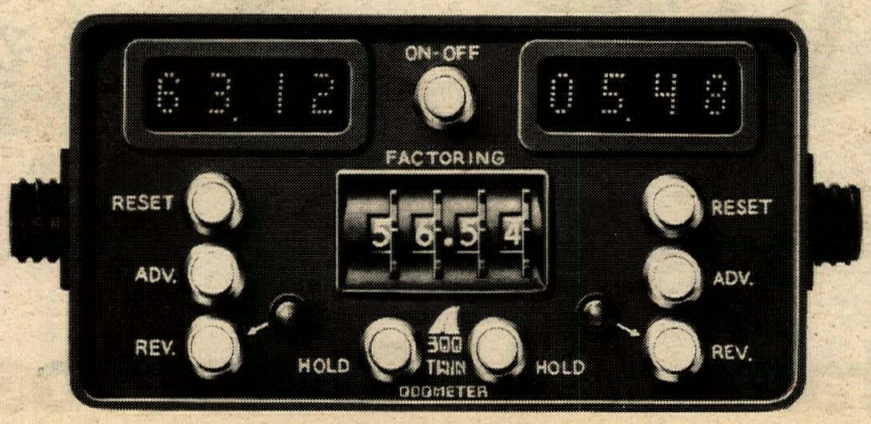


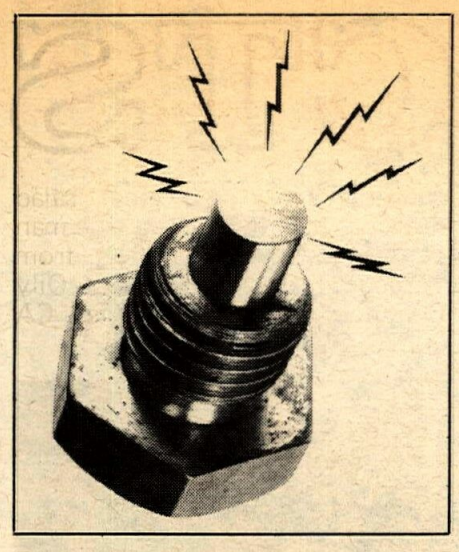
Want to make sure your hair stays in place when you get all slicked up for the traditional holiday feast? Try some Pennzoil High Performance Gear Lube 4096, providing maximum anti-rust, anti-foam protection, and inhibiting oil oxidation. It makes a fine stocking stuffer, too, and an equally fine reward for your Elsinore when it doesn't spit out second gear while you're leading the third moto. It comes in nice applicator top quart plastic bottles, too. Info from Pennzoil Company, P.O. Box 808, Oil City, Pennsylvania 16301.

A handy-dandy compliment to a fresh trans case full of oil is a new K&N Engineering magnetic drain plug. It's designed to prevent small metal particles from circulating through the oil system and causing excessive wear to engine and trans. You can get one from your favorite dealer or direct from K&N Engineering, P.O. Box 1329, Riverside, CA 92502.

How about some MX bars as a present for your beloved Tohatsu Twin this yuletide season? These high quality chrome-moly tubing special heat treated numbers are the ones all the hotshoes use. Besides, they're light, and you can get them from Andre's, 3515 W. Alamadea, Burbank, CA 91505, 213/845-9472.

Say you can't win road races on your Tohatsu twin and want to try enduros instead? Well, tell your good buddies to give you a Digital Electronic Odometer from Digital Sport Systems, Department Flush, 1831 Winter Rd., Grand Island NY 14072. After all, it only costs $290, and what are good buddies for?



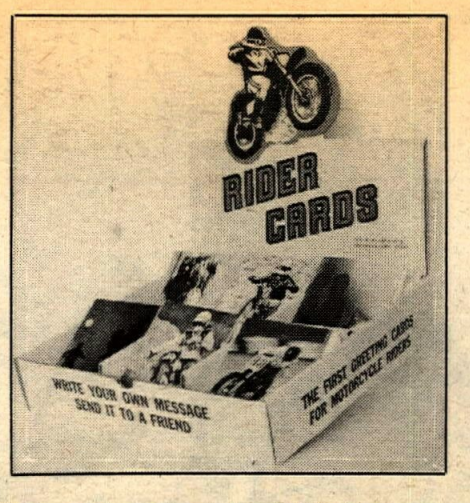


Just about everyone knows at least one person with a Honda 750. Why not surprise the Honda lover in your life (and impress everyone else with your bigheartedness) with a $179.50 single Weber carb kit from Magnuson Products Development, 1241 "C" East Chestnut St., Santa Ana, CA 92701, 714/836-9943. They say it eliminates maintenance troubles, altitude problems when going off big jumps, increases midrange and improves cruising-speed torque with no loss of low speed power.

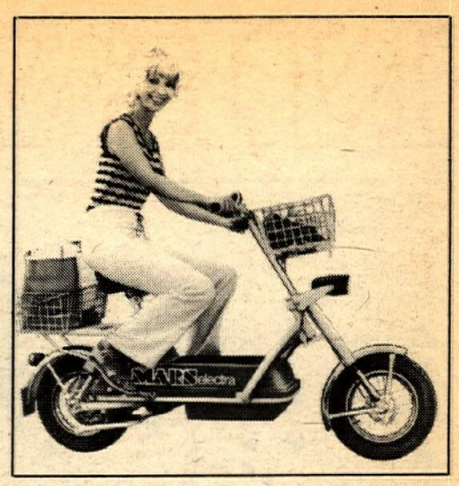
If you don't have $179.50 lying around to treat your 750 Four owning friend this Christmas, how about taking his bike out for a drink, at least? It'll tickle his Honda's forks to get a good gulp of Lubri-Tech ATF Fork Oil, just what the committee back home ordered. One 16 ounce can will set you back 99 cents, from Lubri-Tech Products, 7106 Barry Ave., Rosemont, Ill. 60018.

Is your girlfriend pressuring you to give up bikes? Instead of calling her a Christmas turkey, give her a Hop Rod Power Pogo Stick. It's probably just what she needs to relieve her anxiety and free her tension-troubled mind for more important tasks, like going for long rides with you in the countryside. Makes a fine battering ram or riot stick, too. Only $73.95 postpaid from Auto World, Department Rod-It-To-Her, 701 N. Keyser Ave., Scranton, PA 18508.

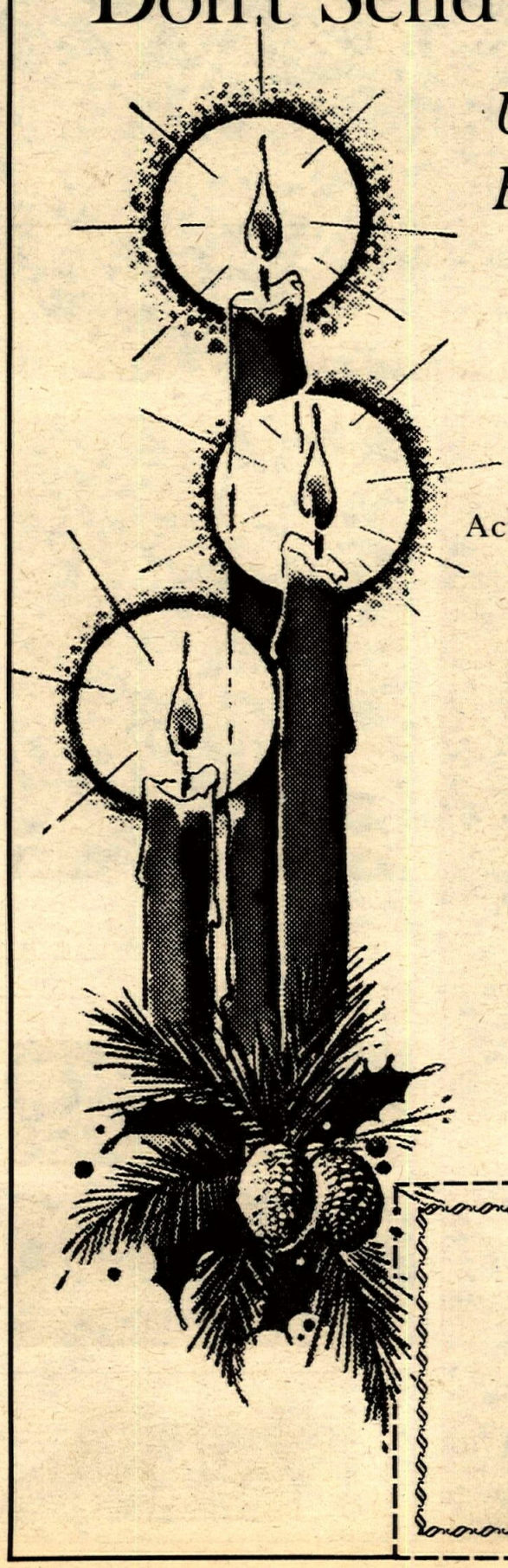
If your lady love hurts herself Christmas morn while testing out her new toy, send her a Rider Card to wish her a speedy recovery. The series of greeting cards, designed especially for motorcyclists (and Hop Rodders) are available from local bike shops for only 60 cents each, complete with envelope. There's even a boy/girl love card, and all feature first class beautiful color. Local shops can get a display from Rider Card Company, 1006 W. Hillcrest Blvd., Inglewood, CA 90301.



Speaking of sweet young things and Christmas, how about this fine Mars Electra battery-powered contraption? It will glide past noiselessly and emission free at 16 MPH flat out, and will top a 10 percent grade. Of course, you better stay out of San Francisco where the Electra comes from, but you can get one for use in flatter areas from 130 Drake Ave., South San Francisco, CA 94080. Who knows, perhaps this will soon be touted as the ultimate solution to motorcycle safety in the decades to come. •



Don't Send Christmas Cards. . .



Use This Special Cycle News West Holiday Issue "Greeting Ad" offer.

Take a minute to send Holiday Greetings to 48,000 friends, for only $50.00.

Actual ad size: 2 columns wide by 2 inches long.

Enclose $50.00 check and mail to:
Cycle News West
Box 498
Long Beach, CA 90801

Ad copy deadline Monday, December 10, 1973

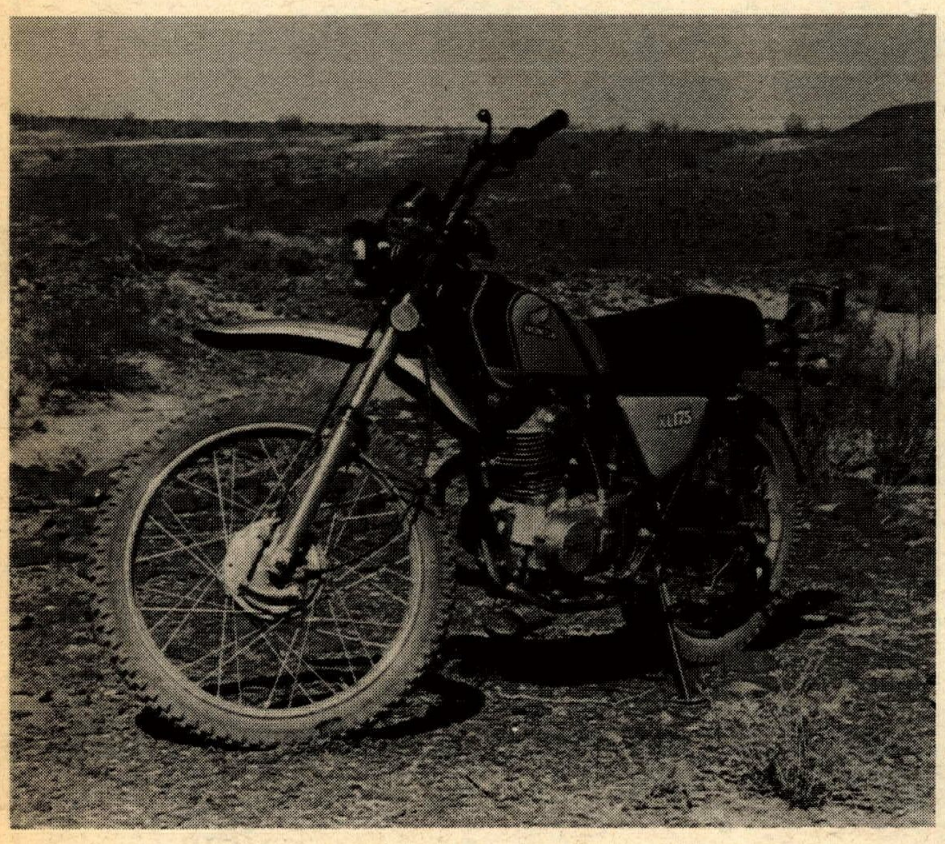
Volume Ten, Number 50
(December 19, 1973, through January 8, 1974.)

Use this handy order form.

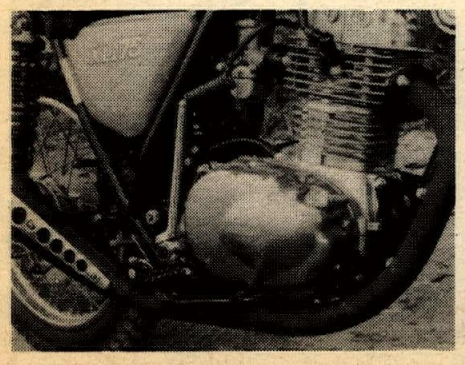
We'll do the rest.

Enclose check for $50. MAIL NOW.

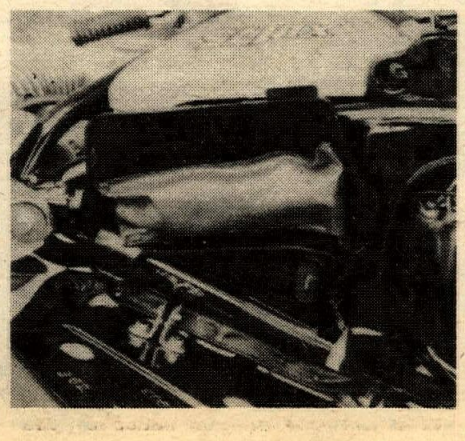
Write greeting here:



Magnesium side cases, businesslike head pipe, and lousy horn. Despite no excess of cooling fins, it never overheated.

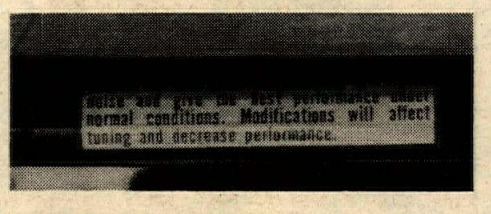


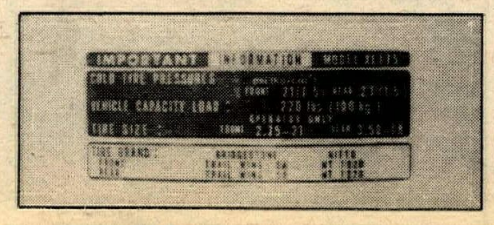
Toolbox and spare fuses live under the seat.



Speedo drive produced only oil weepage on the bike.

The Honda comes with a nice selection of labels.





Next year's Freeway Flyer: The Honda XL-175

Photos by John D. Ulrich and Arthur M. Friedman

What manner of beast is the Honda XL-175? It all depends on how you approach it.

When we got the 175 from Honda to test, we could have taken it out and ridden it the way someone would be expected to ride a Honda Elsinore. If we had, we could have quite honestly come back and written that the Honda 175 was a true pig, or maybe even print a photo of it inside a pig pen, saying "oink", just like "Dirt Bike" magazine did recently.

The trouble is, the Honda 175 was not built to be used in stock form to blow off Cordis Brooks in the desert; Good thing, too, because if it was it would be a failure.

The Honda XL-175 is a great bike for the kid who wants to have transportation to high school, and maybe cut across the big vacant lot on his way home. It's a machine for the casual trail rider who doesn't want to offend anyone...it's very quiet. It will work quite well for the beginner, the novice, or even the harried business executive worried that he will not be able to get enough gas to commute to work next year in his Belchfire Eight Detroit pig (oink).

The bike is a low-key, fun machine. It is not a fire breathing rooster-tail special, but for just that reason it is rather refreshing. It's kind of nice to go riding once in a while and not worry about getting in trouble by not being careful enough with the gas.

For example, look at the street use of the bike. We jumped off a 750 and onto the 175 for the street portion of the test. When riding a 750 on surface streets, you have to watch very carefully what you're doing or you'll be busted for speeding before you know what happened. It's easy to speed. When on the 175 it was a different story. It was kind of nice to be able to drop from fourth to third into a corner, stuff it in, and wind up to the redline in third coming out, all with no fear of exceeding the speed limit. With that little narrow bike between your legs, and that engine winding towards nine grand, it seems like you're going a lot faster than you are. Fun!

Riding in the desert along trails was also fun if you didn't try to play Mitch Mayes in Baja. It doesn't hurt to forget the go-fast stuff for awhile and plonk along, taking a good look at the scenery. And when you get right down to it, the Honda was built with the dude who wants to do that, (not the racer), in mind.

Taken in the context of what it was designed to do, the Honda is a pretty fine motorcycle. Taken out of context, it is a failure. But the same thing goes for a Maico 501 if you try to ride trials with it!

The bike comes with battery ignition, headlight, turn signals, and a massive tail light. Along with the gearing, these factors indicate that the bike was built with a street/dirt balance in favor of the street.

The tires reflect this street leaning. The Nitto brand trials universals are acceptable for riding on street and hard trails, but do not have the penetration or traction needed in other situations. This is easy to see in the desert, especially on uphills and in sand washes. On the street, the tires will creep slightly when the machine is stuffed into a corner, before breaking loose, so you have fairly good warning before you drop the bike by exceeding the tires' limits. However, that's on dry pavement. On wet streets and rainy days, it's necessary to exercise a good deal of caution if you own a Honda 175 with stock tires.

The suspension continually amazed us when we had the Honda along while testing other, more dirt oriented bikes. The damping was very good for a Japanese bike. The shocks and forks both were perfectly matched to the bike, and soaked up the bumps without bottoming out better than any test bike we had at the time, including a Yamaha SC-500, a Yamaha 250 Enduro, and a Montesa 250 Enduro. There was plenty of travel in both the front and rear, too.

With its broad powerband, it is easy to slide without a scary surge midway through the affair. The bike performs best between five and eight grand, but will move (slowly) below five.

It didn't have enough power to keep the front end up and skimming over high-speed whoops, so anybody with an XL 175 will have to deal with them differently.

The gearing is definitely street oriented, being too tall for most other applications, and having a sizable gap between first and second. Hills in the desert were strictly a first gear affair, and combined with the tires, pushing is the order of the day if the Honda meets a real live Southern California family enduro uphill.

The horn was a poor joke. Weight considerations or no weight considerations, there is something immoral about sending people out onto the roads of car-loving America on a machine sold with a horn that wouldn't faze a fly sitting inside it. Some bikes have a horn that can't be heard by car drivers at 65 MPH. This one has a horn that can't be heard by car drivers at 35 MPH. If it is to have one at all, it should do more.

The tool kit lived in a nice little niche under the locking seat, as usual with Hondas, but the tools were only up to general industry standards...poor and hard to use. Too bad it doesn't have a locking rearward opening, and recessed gas cap for safety reasons. The electrics were just fine, and the standard Honda spare fuse holder was present under the seat next to the tool kit bag.

The brakes worked adequately in the dirt, but the front could use a bit more power for the street. (Ah, compromise!) Of course, street braking ability would also be increased with the use of street tires.

The Honda controls we all know were there, and the improved grips suited us just fine. Lever joint covers are provided – very in. Lighting was fair for a machine its size, but in strict terms, the headlight was not strong enough for safe travel on unlit streets at speeds over 45-50 MPH. The turn signals would not blink (after riding sporadically for a few weeks) unless the engine revs were kept above the four thousand mark. The tail light was large and easily seen, but placed so that it was easy to catch your boot unexpectedly and bring you up short while mounting, unless you watched it.

Unlike the bigger Honda four stroke singles, the 175 does not have a four-valve cylinder head. As small as the 175 is, an extra two valves wouldn't help much like they do in larger engine sizes.

Riding the little Honda to work or school is a gas. After leaving your freeway flyer home in the garage, the Honda seems very dinky. Its slim profile makes threading through traffic jams at intersections easy.

You thread through one such jam, and come to a halt to wait for the green light. A Cadillac is on your left, and a dump truck on your right, its front left tire almost at your shoulder. The truck driver glares down at you with a nasty smirk on his face, revving the engine that's probably bigger than the entire machine you're on. It's almost like he wants to drag. You're on this little tiny motorcycle among highway giants, and it just sits there going put-put-put. The light changes. You wind it up to seven grand and dump the clutch, hit second at nine, third, fourth, and fifth the same way. A glance in the excellent mirrors, and they're far behind. That's the secret of survival on the highway with the 175...wind the hell out of it, and you'll do alright.

High revs are part of the appeal of the Honda. You can thrash the hell out of it and still not get very close to breaking the speed limits on medium size suburban streets in the first four gears. Where bigger bikes loaf, the 175 screams.

And even when you thrash it, it still gets about 60 miles per gallon. It's hard to beat for an economy mount.

The bike cruises smoothly at 35 and 50 MPH. At speeds between or above that set, it shakes and causes tingly fingers and feet, and numb butt. Sixty-five hundred RPM in fifth gives you 50 MPH. For residential streets, five grand in third produces an indicated 25 MPH. If you're brave enough to try a faster highway, it will take eight grand in fifth for 60 MPH (indicated), and nine grand (redline) is good for about 66 MPH (indicated). It is stable at any speed it will reach. A freeway flyer it isn't, but after Nixon gets his 50 MPH national speed limit, the Honda will make a great commuting bike: light and narrow enough to flit through those infamous rush hour bumper-to-bumper specials on the local freeways leading to Metroville, and comfortable at the maximum legal speed of 50 MPH.

Used as intended, the Honda XL-175 is a pretty nifty motorcycle for the people who like to do the things it was made to do. For other people, either some modification or another bike is the answer. You can't please everybody every time, but, as Honda has shown in the past, you can please an awful lot of them, and make some money, too. America just isn't all racers. •

The "Trick" XL-175 Honda

By Larry Langley

The stock XL-175 is a good little trail bike. It has the potential to be a very good enduro bike with a few simple modifications. Barbara

Post of the United Racing Association recently purchased an XL-175, and since both she and husband Gary ride enduros, they decided to "trick" it up a little.

Two goals were set. The first was to increase the power and improve the throttle response without sacrificing the reliability Hondas are noted for. The second was to improve the handling. The stock bike doesn't handle all that bad if you keep in mind it was designed as a trail bike, not a fire breathing racer as one of the monthly comic books thought it should be. Also, Gary and Barbara wanted to get as much out of their limited bike budget as possible.

The first thing Gary did was to strip off all the non-dirt junk such as lights, horn, turn signals, etc. The battery had to stay because, unlike its big brother the XL-250, the XL-175 doesn't come equipped with direct magneto ignition.

A set of Chen Shing knobbies was added, a 3.00 x 21 up front, and a 3.50 x 18 at the rear. The tires made a big difference in the handling, the bike being much more stable in turns. A pair of Betor shocks replaced the stock shocks. The stock 38 tooth rear sprocket was added to the growing pile of discards and replaced with a 45 tooth accessory sprocket. This put the gearing down to where it belonged for enduro riding. (The stock gearing is ridiculously high for off the road use.)

Barbara didn't like the stock handlebars so a set conforming to her taste was mounted, along with surgical rubber grips. Strictly a personal choice here.

At the time the bike was being put together, no commercial skid plate was available. Gary built one out of aluminum for the bike because Honda magnesium cases are extremely vulnerable to rocks. The plate also protects the low pipe.

The stock muffler was amputated and a J&R Silencer/Spark-Arrestor was welded on. It is quite a bit more noisy but it does give the bike added low end power. A Skyway will probably be tried to cut down on the noise later.

Gary figures that since a lot of XL-250 owners were using the vacuum carb off of the CB 450 quite successfully, why not use the vacuum carb off of the CB 350 for the XL-175? The jetting was worked out at McLaughlin Honda and the bike runs a 105 main jet and a 70 secondary. Now the throttle response is right on. Almost like a (Ugh) two stroke.

The bike was ridden by quite a few people and they all came back with big grins on their faces. It is really a fun bike to ride and is light enough to use body english to steer with. Handling is right on and even over whoop-de-doos the bike doesn't get out of shape. With the power it now has, and the gearing, I don't think there are many hills which would stop it.

The bike is pretty good set up as is. For really super hard enduro type riding, it would be best to spring for a set of D.I.D. rims, however. The stock steel rims would ding fairly easily in the rocks.

Powder Puffers love this bike. It's easy to ride, almost impossible to fall off, and the wide powerband doesn't get you in trouble. For a smaller rider I think this bike is better than the XL-250. And with the mild engine modifications the reliability shouldn't suffer.

Price List of Modifications

45 tooth rear sprocket	14.25
13" Betor Shocks	32.00
Handlebars	10.00
Surgical grips	2.50
J&R Silencer/Spark-Arrestor	16.50
CB-350 carb (left side)	29.00
3.00 x 21 tire	20.00
3.50 x 18 tire	18.00
Skid plate (home made)	—
Total	$142.95

Note: Prices are shown retail. If you include them at time of bike purchase substantial savings can be made if you trade in the shocks, tires, etc. •

Wolsink won, Weil won. That made Karsmakers the winner

Bryar Bultaco does it again

By John Huetter
Photos by Tod Rafferty & Huetter

PUYALLUP, WASH., NOV. 18

Sylvain should have won it, Roger could have won it but the new American 500cc champion, Pierre Karsmakers, *did* win the overall

first for his best show since the opening of the Trans AMA series two long months ago.

As the international motocross series winds down on its Western swing, it is those who endure who are successful. Today, amidst the occasional snowflakes of the Northwest, Pierre Karsmakers endured better than anybody else. He never led or won either of the 45-minute motos but pressed on with speed and considerable determination to take second in each. He was behind one of the fast Maico pilots the first time out; Gerrit Wolsink. He barely kept second behind Adolf Weil in the second heat. It was not at all clear, except possibly to Pierre, that he had a shot at the overall. Many were not sure who won even after the last checkered flag was dramatically waved by Bouncing Bob.

Even with the dwindling of European entrants, there was a full crop of talent. Hakan Andersson has gone back to Sweden, Mikkola and Vehkonen to Finland, Jim Weinert is through for this season after getting thoroughly detuned and broken up at Phoenix. But there are some new faces in the start line, also. Koji Masuda, Suzuki works rider and Jan Johannson, Husqvarna works rider, come to mind. The familiar winners are here: Weil, Wolsink, Bauer, DeCoster.

The Puyallup track did not excite the imagination of too many of the international riders. It was fairly flat with a few artificial jumps. Roger DeCoster said, "Long straightaway, tight corner. Long straightaway, tight corner. There is only one line most places." It still did not keep him from using those lines and he created new ones as the track got rougher in the second moto. Other riders followed suit, or found even different ones as the track got rougher. You couldn't slide the corners by the second moto.

Gerrit Wolsink (Mai) had protested about the lack of technical expertise required by the track but obviously determined that the only way to go was out front. He led at the end of the first lap and he led at the end of the last lap, even though the gap and the rider following him varied throughout the 45 minutes. Largely ignored by a crowd that was appropriately Pomeroy partisan was the fact that Mike Hartwig was second on his 360 Husky. Mike was circulating under control, and more rapidly than anybody except Gerrit. Behind him were Karsmakers and DeCoster, who traded positions at least once. Behind them were Willi Bauer, Pomeroy and Geboers. Then there wasn't anybody behind Sylvain for quite a while.

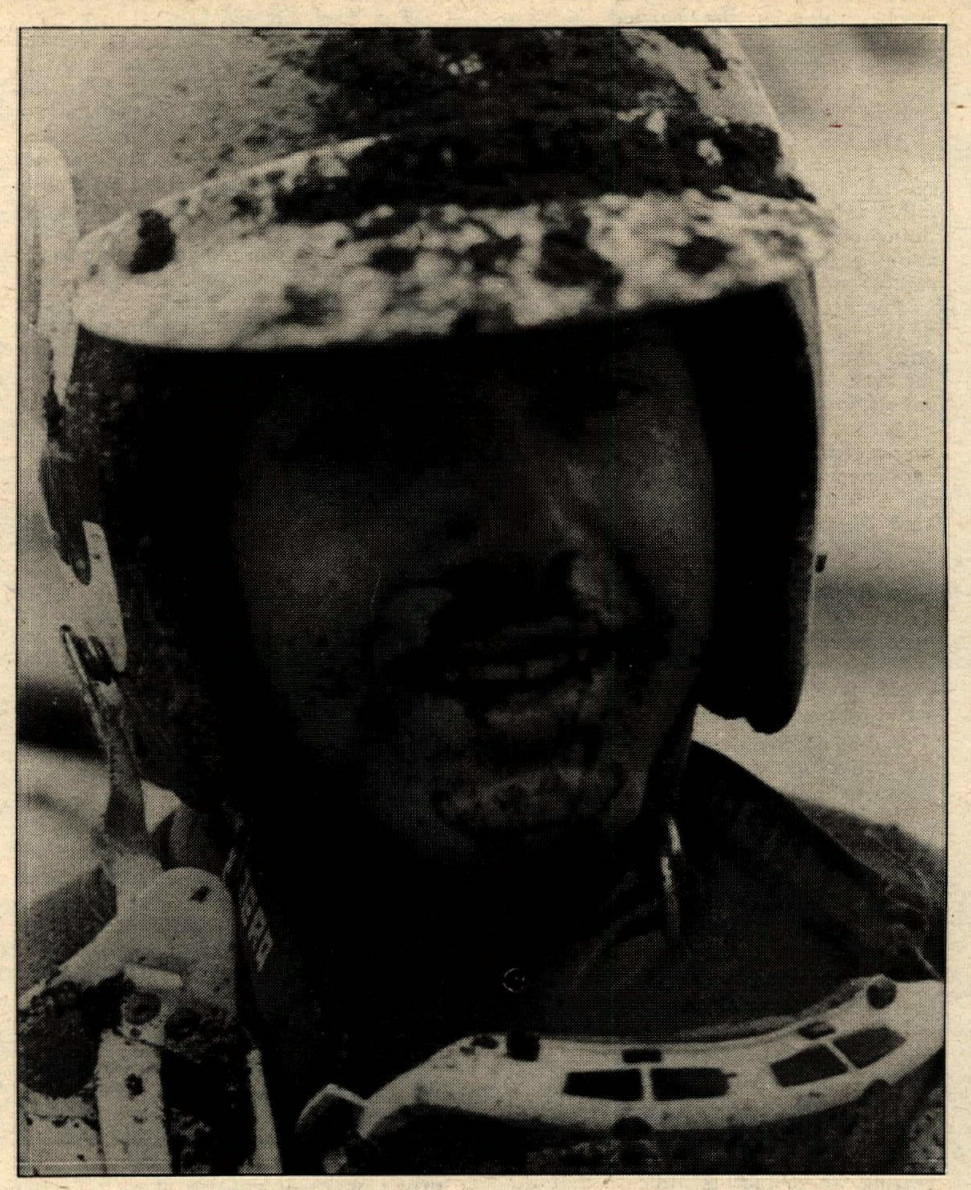
Adolf was doing his usual smooth move up for the full 20 laps (or whatever length the moto happens to be) when his gearbox stuck and he shot over the berm on the outside of the finish hill. Chagrinned and unhappy, he pushed the Maico into the infield as the immobile rear wheel dug a trench.

Mike Hartwig continued to run fast and second, seemingly without problems, for at least 30 minutes. He then overshot a soft berm that almost everybody else was missing, too, except for the first eight. Karsmakers and DeCoster passed him. Mike drove back over the berm and continued in fourth, still without too much threat from anyone until he ran out of gas with about two laps to go. Mike has the worst luck of any obviously first rate rider on the TransAMA. Well, maybe not quite the worst. Jim Pomeroy spent most of the first half hour in sixth, then he set up Willi Bauer and pulled a beautiful power-on inside pass, taking a new line.

Jim was in fifth and still charging, seeming to build up momentum even with a sticking throttle, when his rear wheel came apart. Not just the spokes, but the hub, backing plate, everything. Jim disgustedly pushed into the pits where Arnie Beamon started installing the new wheel. This let Bauer have fifth back for free, then Hartwig ran out of gas, and on the last lap, Roger DeCoster's chain came off the rear sprocket just as he was taking the white flag, so Bauer inherited third behind Wolsink and Karsmakers. Sylvain Geboers had been moving up without much drama throughout the moto and was not that far behind Bauer at the finish.

First 'Merkin was steady Tim Hart in sixth but nearly a full lap behind the lead three. Wolsink, Karsmakers and DeCoster had been circulating for the last 15 minutes with about two bike lengths separating each of them. Following quickly, waiting for an error or a slip that none of them ever made...until Roger's chain went. It was a long time for riders of that caliber to ride that fast that close together. The gaps narrowed til the end.

In fifth, after a quick ride that included getting smashed by stones and



Bryar Holcomb should be happy. He won the Support class.

Pierre never won, was always second, so he won overall. Sure is a fast American.

Jim Pomeroy had more success and better luck as coach for brother Ron than as a racer. Mechanicals kept him down.

at least one get-off, was Suzuki's latest import, Koji Masuda. Koji was second in the Japanese National Championship. Tarao Suzuki, who rides for Yamaha, was first. The one-two Japanese riders found themselves circulating together in this moto about 7-8 most of the time. They were having a race back there that was a nice spectator bonus to the flawless precision of the front three Europeans. The young Japanese were crazy-fast, on the front wheel, rear ends sidehopping deep into the bumpy, soft turns. Masuda seemed to have the edge and got along well with the 370 Suzuki. He will ride the rest of the series.

Werner Schutz had his Maico apart on its side, Karl-Heinz worked methodically to shape Adolf's bike, Mike Hartwig ran across the track with a gas can, all the mechanics wire-brushed furiously at the muddy bikes. There had been some casualties. Bob Wright had the clutch on his new CCM go away and spent most of the moto rebuilding it. It would also get sick in moto two.

Jim Pomeroy went out and cheered his little brother on by yelling at him to gas it and pointing out faster lines. Ron Pomeroy's Bultaco didn't break. He was on Jim's old GP 250.

The call for the International riders had been made, several were on the starting line, then I bump into Jim who has no helmet or equipment on. I look at him questioningly and even before I can say anything, he fires off angrily, "blown base gasket." Now he is really P.O.'ed. Jim will not race again today for himself or the "hometown" crowd. The little niggling things have kept him from having good results the entire series. He is very tired of breaking.

Adolf led the pack out of the first turn (Roger had gotten the point but was squeezed back about ten positions) but before the end of the lap Sylvain Geboers (Suz) passed him and just started streaking. He really appears to be back on form, completely healed from his shattered leg. He says he is ready to go 100% and proceeded to show that. Smooth, weight slightly back in a half crouch on the pegs, Sylvain proceeded to open up a lead on Adolf, which he extended for the next 40 minutes.

Third was Gerrit, then Tim Hart, capitalizing on a good ride through the first corner crunch and looking controlled. Bauer, Karsmakers, then Bradley Lackey hisownself looking like his adrenalin was flowing again as he moved up on Willi and Pierre. Brad really looked as good as last year. Roger's bike sounded really ratty.

Honda teamster Gary Chaplin crashed over a downhill jump. Honda teamster Marty Tripes was wearing a Peruvian ski mask and riding a new 370 Honda that had just arrived from the Land of the Rising Prices, but he wasn't going as fast as the 14-15 riders in front of him.

Brad motored past Tim Hart and Jim Cooke crashed superhard over the jump on the back straight. He restarted slowly. Brad closed on Willi Bauer as DeCoster finally got around Mike Hartwig and stated moving up. Mausda and Suzuki were going at it; Suzuki seemed to be the more tired.

Wolsink passed "young" Adolf into second and then missed a whole bunch of shifts, letting a whole bunch of riders get by before he got sorted out. He took off after Roger, who had just come around and passed him. Roger repassed Wolsink a few laps later. Pierre moved away from Bauer and into third. Brad crashed. He hurt his hand. Pain, boo.

John DeSoto is back. He is, by his own admission, at only about 75% but was still leading most of the American riders around the course for the first 20-25 minutes. He then retired and, after a considerable pit lapse, returned to the track motoring slowly. Brad was also meandering around up on the pegs, waiting for the flag. John figures maybe by Hawaii, December 9th.

Mike Hartwig was still putting on a respectably quick, dependable show in front of Arne Kring.

Tarao Suzuki crashed in front of Sylvain and Adolf, who were coming around through traffic, and Adolf used the bike and possibly Tarao for traction. It looked like he bounced off the resilient Japanese several times. Tim Hart started dropping back and Roger passed him. Hartwig's bike went sour and he eventually would call it off. Masuda and Thorwaldson got tight behind Willi Bauer and then Masuda passed Bauer. Thor was motoring very consistently. American Suzuki-ite Mike Runyard was also coming steadily up through the pack in the second moto.

Roger just keping on coming, even with a machine that sounded a little off. He moved up on Wolsink and then executed one of his "Ooh-Ahh" passes with scalpel-like precision. He took off after Karsmakers who was then in fourth. Pierre's expansion chamber had come adrift and the Yamaha, though still running pretty well, did not have top speed any more. Sylvain was way out there looking for a black and white flag.

Then, with five minutes to go in the moto, Sylvain's rear wheel came apart (If European bikes can do it, so can Japanese machines!), Adolf inherited the lead, and Pierre won the motocross. Roger had moved up so much on Karsmakers that he passed him on the slight downhill after the finish line with the momentum of his rush. Karsmakers did a good job of keeping it together with no expansion chamber, sand course or no sand course.

Tim Hart and Koji Masuda switched finishing positions in the second moto and Tim seems pretty firmly entrenched as top American in the TransAm. He's quick, controlled and, best of all, his bike doesn't break.

Adolf wasn't too unhappy with another moto win, Sylvain wasn't all that unhappy because he had shown that he *could* win this one. Roger was moderately unhappy — the chain incident was a bummer. Brad and Jim were very unhappy. A reflective Lackey said thoughtfully, nursing his blue and red finger, "I guess you just have to start gassin' it a little at a time."

250 Support class

The support racing generated more enthusiasm from the crowd than the international class did, as the partisan fans cheered strongly for Ron Pomeroy. Riding his big brother's GP-winning Bultaco, Ron went immediately to the lead in the first moto. Bryar Holcomb was in pursuit, quickly getting by Bill Clements (Hus) and going after Pomeroy.

Series' leader Rich Eierstedt (Hon) got hung up on the new Preston Petty starting gate, and was allegedly advised to wait for a restart but it didn't happen. When Rich finally got underway he'd lost at least half a lap to the leaders.

Tom Rapp (Bul) was well back in the field as Holcomb moved up to challenge Pomeroy for the lead after five laps. They had opened a wide gap on the pack as Gaylon Mosier (Hon), Bill Clements and Buck Murphy on a four-stroke Honda fought for third position. Rapp was on the move through traffic, but so were Greg Robertson and Parry Klassen, both CZ-mounted.

Holcomb intimidated Pomeroy into some mistakes as the moto neared half-way, and the more experienced rider got by and moved away. Holcomb took the flag 20 seconds ahead of Pomeroy, who was followed by Mosier, Clements and Robertson. Tom Rapp moved up to finish seventh, and Bill Grossi overcame a bad start to get up to tenth. Eierstedt had moved up with Grossi, but slowed considerably in the closing laps with bike problems.

Holcomb wired the second moto with no serious challenge, though Mosier and Eierstedt gave chase in the early laps. Tom Rapp was fourth until Grossi got around him, and Murphy kept his four-stroke in the chase in sixth place. Eierstedt again retired, and Grossi moved into a distant second behind the fleeing Holcomb when Mosier had problems and fell back.

Rapp moved back up to fight with Mosier for fourth position, getting by him and going after Grossi, who disappeared from the field a few laps later. Rapp took over second place as Ron Pomeroy moved up on Mosier and slipped underneath to grab third in the closing laps. Mosier was fourth, followed by Robertson.

Pomeroy stoked the hometown crowd again in the final moto, taking the early lead and riding well. But Rapp was after him and took the lead within a few laps and opened a safe but not distant lead. Pomeroy got hot again and, accompanied by cheers from the crowd, moved up to challenge Rapp for the lead. But a slow-turn fall stopped his charge, dropping the youngster to fifth.

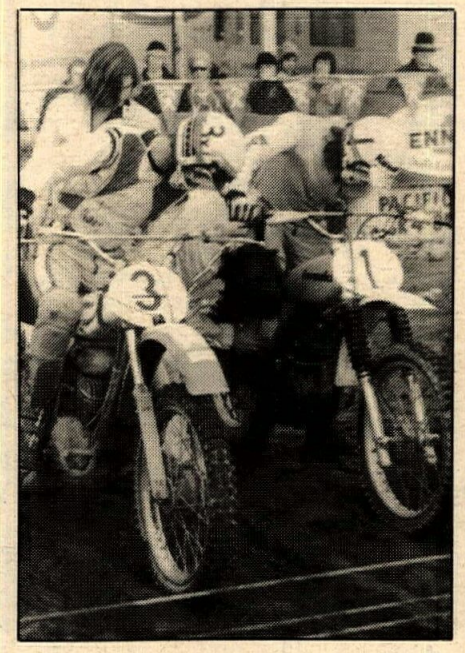
Holcomb was motoring safely in second after Pomeroy's mishap, not taking any serious chances that would jeopardize his overall victory. Grossi had been closing steadily and passed Holcomb to make up some ground on front-running Rapp. Pomeroy got by Mosier to move up to fourth, the position in which he finished.

Grossi cut a little from Rapp's margin each lap, but never got close enough to make a serious bid for the lead. At the flag it was Rapp, Grossi and Holcomb, who won the day with a fine 1/1/3 performance. Pomeroy's 2/3/4 card gave him second in the final standings, with Rapp's 7/2/1 tally putting him third for a Bultaco sweep of the support class.

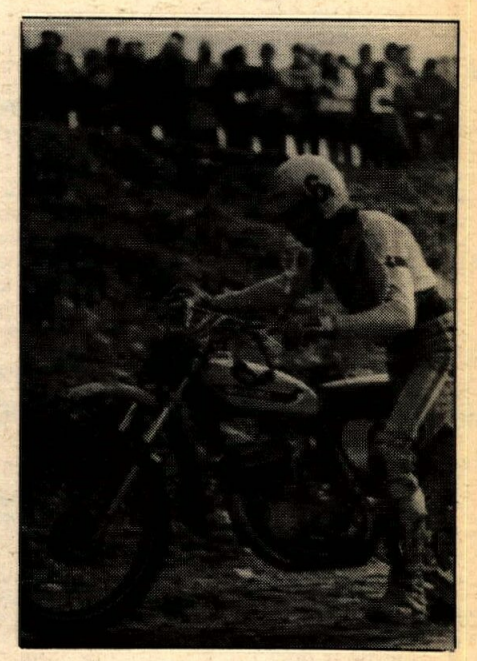
Gaylon Mosier ended fourth, followed by Rick Long and Tom Doherty aboard Yamahas. Buck Murphy displayed gallant perseverance to finish seventh on the Elsinore-framed XL 250, followed by Rich Poulin, Bill Cook and Rick Jordan, all on Maicos. ●

Koji Masuda was fifth overall in his first ride for Suzuki in the U.S.

The 250 Support Class heads for the first turn amidst the wet, cold pines. — Photo by Brad Lackey.



Left: the 1973 500cc U.S. Motocross Champion. Right: the 1972 500cc U.S. Motocross Champion.



Roger took the white flag in moto one and then lost his chain. He pushed to the pits.

Results

1. Bryar Holcomb (Bul). 2. Ron Pomeroy (Bul). 3. Tom Rapp (Bul). 4. Gaylon Mosier (Hon). 5. Rick Long (Yam). 6. Tom Doherty (Yam). 7. Buck Murphy (Hon). 8. Rich Poulin (Mai). 9. Bill Cook (Mai). 10. Rick Jordan (Mai).

Overall 500 International

1. Pierre Karsmakers (Yam) 2-2 Neth; 2. Gerrit Wolsink (Mai) 1-4 Neth; 3. Willi Bauer (Mai) 3-7 W. Ger; 4. Tim Hart (Yam) 6-5 USA; 5. Koji Masuda (Suz) 5-6 Jap; 6. Rich Thorwaldson (Suz) 7-9 USA; 7. Peter Lamppu (Kaw) USA; 8. Mike Runyard (Suz) USA; 9. Jan Johansson (Hus) Swed; 10. Steve Stackable (Mai) USA; 11. Jim West (Hus) USA; 12. Jim West (Hus) USA; 13. Taro Suzuki (Yam) Jap; 14. Brad Lackey (Kaw) USA; 15. Tom Kratzen (Suz) USA; 16. Gary Semics (Hus) USA; 17. Adolf Weil (Mai) W. Ger; 18. Bill McLean (Yam) USA; 19. Roger DeCoster (Suz) Belg; 20. Laurie Alderton (CZ) Aust; 21. Rick Burgett (Yam) USA.

Product Evaluation

Getting you there; keeping you warm and dry

The "Fullback" Trailer

By Larry Langley

Why would Cycle News test a trailer? Easy. When the trailer has the capability to haul two motorcycles. The "Fullback" is unique in that it is small in size (11 feet) but does a number of things. It can haul two motorcycles to a race, and, after unloading, covert to a bedroom which will sleep four or five people. In the morning, it converts to a dinette allowing all the people to sit down for breakfast which was cooked outside in the kitchen. Outside? Yes, the kitchen is located on an external side of the trailer. The idea behind this is to allow standing up room for cooking but still allow the trailer to be compact in height.

Inside there is only five feet of headroom, not quite tall enough to stand up straight, but still tall enough to pull your leathers on in privacy. The kitchen comes with a big icebox, stove, cupboards, light, sink and water pump. We had problems with the water pump on our trailer. It had two screws holding it on and one had stripped out. We never did get the pump to work. We had picked up the trailer right off the factory lot and it had not been dealer-prepped as the trailers you buy should be. They should mount the water pump with bolts instead of wood screws for more strength.

The only problem with the outdoor kitchen is being outdoors. Occasionally, you would have to contend with dust, wind, and whatever else. I would recommend the optional net little tent which "Fullback" offers. It fits right around the kitchen area closing it off. It sets up easy and I feel it's well worth the extra cost. Keeps the wife happy too.

To test the trailer we decided to take it out for a weekend in the desert as we were going to enter an enduro. We loaded my XL-250 Honda in it to test the bike hauling capabilities. The rear door is large enough to get the bikes in and out easily. The trailer *will* hold two bikes but if they are both 250's or bigger it's a tight fit. If one is a smaller trailbike, no sweat.

"Fullhack" equips its trailers with eyelets for tie-down purposes. However, the floor does not fold up à lá "Smuggler" so you should protect the carpeting with a plastic runner or such. Towing the trailer was a pleasure. The light weight and low profile made towing it over Cajon Pass a breeze. The "Fullback" comes equipped with surge brakes and they worked very well. It should be mentioned that a trailer weighing under 1500 pounds in California does not have to have brakes, but the weight of two bikes inside would tip it over the 1500 pounds, so "Fullback" wisely equips them. The "Fullback" pulled straight with no sway. You hardly knew it was there.

When we arrived at the site of the enduro, it was easy to set up. I really liked the built-in, fold-down jacks located at the rear of the trailer. They are easy to put down and level the trailer. It's much better than placing individual screw type jacks under the corners and screwing them up and down.

The "Fullback" generated quite a bit of interest at the enduro. Everyone really went bananas over the private bathroom! It was unexpected in a trailer this size. It's big enough to hold a porta-potty and the privacy factor is great. You can also temporarily store equipment there.

Another feature I liked was the gas can compartment. It held two five gallon gas cans but does not include a lock as the other doors did.

Summing up, the "Fullback" trailer, keeping in mind its size limitations, would fit the bill perfectly for a small family with a couple of bikes. Another bike could be mounted on the bumper. It's light enough to tow behind a small car (saving the cost of a bigger tow vehicle) and the convertability features allows it to be used by four or five people. The "Fullback" lists for $1795 which seems high for a trailer of limited capabilities. Information can be obtained by contacting Fullback Industries, 10201 East Artesia, Bellflower, California 90706. Phone (213) 867-7213.

The Back Country Riding Jacket

We were recently introduced to a new heavy-duty nylon riding jacket designed to supplement or supplant the traditional waxed cotton Barbour and Belstaff jackets from England. Our interest in such a product was, frankly, heightened by the fact that a large proportion of the contestants at the recent ISDT were wearing nylon or other synthetic riding apparel.

If they can live with it in ISDT competition, there must be something to it. Three of the jackets were worn for three days of riding in Baja California, Mexico recently. For a set of varied reasons, Baja turns out to be one of the most demanding tests of any motorcycling component from goggles to engines so we felt this a reasonable way to determine the jacket's suitability for demanding off-road riding.

One of the Back Country jacket's most obvious virtues is that the materials and construction are really first class. The nylon is super-heavy yet light in weight, seams don't unravel or bust out, zippers don't stick, and screwdrivers won't poke holes in the pockets even after bouncing them for three or four hundred miles across Baja. The product does not appear shoddy.

The jacket has Velcro closures on the pockets (four), wrists, and the high collar. Everything on the jacket: pockets, zipper, belt and snaps can be worked with riding gloves on, which we tend to think is a prerequisite for any trail jacket.

It is a convenient coat. The pockets are much roomier than they look and won't tear off the coat. However, access to the bottom of the top pockets is restricted. The jacket was designed this way (with a smaller top opening in the pockets) so stuff won't bounce out as easily but it proved to be a small annoyance. It might be more of one in an enduro where you're constantly reaching in for your time card. The pockets are angled well and carry lots of garbage comfortably on the body while riding.

There is one inherent drawback in a riding jacket that is completely wind and waterproof as is this one. Perspiration can evaporate only through openings in the jacket, at the neck, wrists, and front if the zipper is left undone.

The best configuration we could arrive at for daytime riding in Baja is with cuffs and collar in maximum open position on the Velcro strip, front unzipped and snapped only twice under the belt. This proved liveable but there was still a high level of condensation from body sweat in the upper arms and shoulder area of the jacket, due to the double lining. Surprisingly enough, this was not particularly noticeable while actually riding and the jacket proved very comfortable.

For riding Baja at night, or general low speed street riding, the same characteristics of the jacket keep you toasty warm with just a jersey underneath. Low temperature characteristics (down to 35-40 degrees F) seem quite good.

Comments for improvement focus on detail refinement. The basic design stands as is. The Velcro closure strips should be moved over further on the cuffs and collar (at least for those of us with fat necks) so there is a wider latitude of practical adjustment. The sleeve did not melt when placed against a hot cylinder head. How hot the head actually was, we don't know but this was determined in performing a spark plug change so should be representative. The jacket obviously will get melt holes in it if the temp is high enough. The belt seems too high until you sit down on a bike, then it hits you just about right. The jacket is lighter and restricts movement less than the waxed cotton jackets.

For appearance freaks, it looks better than the waxed cotton jackets and stays looking better longer. It is also washable without losing any of its waterproofing. You can get lots of colors, too. We wore red, international orange, and navy blue in Baja. The jacket is of U.S. manufacture and therefore less expensive (about $48) than the English-made jackets in this country.

The most pleasant surprise about the jackets was that they were big enough. A medium actually fit a medium-size person wearing a sweater, etc. The jackets seem amply cut without looking like a North Korean fatigue uniform. The Back Country jacket so far shows no ill effects from its Baja thrashing but we'll provide a progress report after a few more miles and drip-dry washings.

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Several weeks ago I joined forces with five noted Motocrossers – Bengt Akront, Hawg Body, Wallace Cripp and L. Senor to form the FAMOUS MOTOCROSSERS SCHOOL. The combined experience of the faculty represents invaluable knowledge that we hope to pass on to those students who score high enough on the motocross aptitude test and credit investigation. The collective knowledge, tips, secrets and technology of our renowned staff has been condensed into a set of totally unreadable and hideously expensive textbooks.

If you have talent we will train and guide your progress at HOME. By following our step-by-step manuals and complicated practice assignments we will open the door to PROFESSIONAL motorcycle racing. You will receive the individual guidance and criticism that the developing motocross star needs.

Of course those of us on the Guiding Faculty don't personally grade your progress. Heavens no, we're too busy making money and seeking fame to bother with a bunch of squids. However – we have retained Roland Nozle, a seasoned veteran of the Rotary Club Learn to Drive School, to grade your work.

Without going too deeply into the nuts and bolts (see, you're already able to read and understand a little racing lingo!) of our system, the goal of our program here at the FAMOUS MOTOCROSSERS SCHOOL is to turn you into a Grand Prix caliber motocrosser using just a few minutes every day in the privacy of your own back yard. Using the berms (which we supply in a wide variety of colors and textures to match any landscape decor) you will learn the professional techniques at HOME. Then after digging up your back yard and mailing it in, Roland Nozle will analyze your knobby tracks and blue-pencil useful advice on your patio. We then return the unused portion of your yard (with fresh berms) and include a detailed letter of criticisms and guidance, together with a lengthly annotated invoice.

Many of our students have broken into the world of professional racing. But don't think for a moment that anyone can promise success. Least of all the faculty at the FAMOUS MOTOCROSSERS SCHOOL – our attorney has made that point clear to us following the unfavorable decision in the Forbish vs. FAMOUS MOTOCROSSERS SCHOOL case. Yet, many of the graduates of our school have competed in AMA, FIM, CMC, ACA and NORRA sanctioned events. Although many of these students used deceit and subterfuge to enter, our claim remains true.

Jimmy W. Gates of West Oso, Texas reports that he placed first in the 135cc class at Chicken Licks Raceway the day after graduating. "I really whopped them Powder Puffers," says Gates.

Mrs. Wallace Helium wrote the faculty these exciting words (yes, there's room for you girls at FAMOUS MOTOCROSSERS SCHOOL – our attorney saw to that too), "I always wanted to be just like Heikki Mikkola and Joel Robert. And as soon as I return from Denmark I'll find out what it's like."

To find out whether you have any motocross talent worth developing, the FAMOUS MOTOCROSSERS SCHOOL has devised a motocross aptitude test. Your chances of passing the test, and paying us your tution, are excellent. The coupon below will bring you a copy of the test, an illustrated brochure and a free bonus – if you act now – we will send you a 27 second film clip of Joel Robert depicting his longest ride in a non-points paying race. FILL OUT THE COUPON AND MAIL IT TODAY! ●

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Street _____

City _____ State _____ Zip _____

Yearly Income _____ Bank _____

Mineral Rights Release _____

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Heavy on the dressing.

The full dress Harley. It's really something to see. Put a set of Robert Bosch plugs in it, and it's really something to ride. Comfortable. Quiet. Dependable. Our spark plugs keep it running smooth. A special "Cr" electrode resists corrosion and fuel additives. A heavy-duty ground electrode is standard. And our Thermo-elastic heat range keeps the plugs working right whether you're in the middle of traffic or the middle of the country. So, no matter what you put on it, put our plugs in it.
See your nearest dealer, or write for information to Robert Bosch Corp., 2800 So. 25th Ave., Broadview, Ill. 60153.

RESULTS

CRC Motocross
Indian Dunes Park
Valencia, Calif.
Nov. 2, 1973
By The Shadow

250 EX
Jeff Blix Yam
Jim Bauer Mai
Steve Miller Mon
OPEN EX
Gene Martin Mai
Rod Kershaw Mai
Mike Brown CZ
125 INT
John Mellin Yam
Mario Dos Santos Hon
Brett Rooke Hon
MINIBIKE
Eric Coffin Hon
David Tipp Hon
J. Tookey Hon
POWDER PUFF
Janice Kline Hon
Kelly Bartlett Yam
Squeaky Sawyer Hon
100 BEG
Kevin Kilpatrich Yam
Mike Parsons Yam
Jeff Parsons Yam
100 NOV
Mark Raiche Hon
Jon Hans Yam
Lee Eide Ste
125 BEG
Jeff Moll Hon
Steve Pauloss Hon
Rob Sanders Hon
Mike Cardillo Hon
Evans Marcus —
125 NOV
Randy Gauvin Hon
John Caper Hon
Manuel Ballestero Hon
250 BEG
Scott Dessel CZ
Jim Eveland Yam
Randy Bowman Bul
Mike Shivley —
OPEN BEG
Ron Pinion Hus
Don Stronberg Yam
Randy Cole Mai
250 NOV
Joe Jones Hon
Chris Napolitano CZ
Steve Roarsh Bul
OPEN NOV
J. Mullen CZ
Ron Cole Mai
Ken Weston Mai

TT & Flat Track
Trojan Speedway
South Gate, Calif.
Nov. 8, 1973
By Gloria Simmons

100-125 JR TT
Brad Wooton
Patrick Egan
Steve Chandler
100-125 JR/SR TT
Ricky Simmons—Jr.
Mike Minnig—Sr.
Elbert Turner—Sr.
100-125 FLAT TRACK
Elbert Turner—Sr.
Mike Minnig—Sr.
Brad Wooton—Jr.
Doug Davenport—Jr.

Motocross
CMC North
Sunnyvale, Calif.
Oct. 28, 1973
By Steve Castillo

MINI
Neal Snarr Hon
Tim Macchiarella Hon
Randy Lewallen Hon
OLD TIMERS
Richard McCormick Hon
John Talbot Yam
Fred Whitter Pen
POWDER PUFF
Pat Kapulas Kaw
Sharyl Brown Hod
Linda Clarf Suz
100 JR
Duke Dowell DKW
Steve Gard Yam
Lyle Sanda Yam
125 JR DIV I
Dan Geery Suz
John Baca Hon
Rocky McAllen Hon
125 JR DIV II
Brett Sargent Hus
Bob Marx Suz
Scott Shculz Hon
125 JR DIV III
Bill Roush Yam
Quin McGaffey Suz
Eric Jones Hon
125 INT
Scott Raymes Suz
666 —
Mike Adolph Hon
125 SR
Mike Amaral Suz
Mike Middleton Pen
Henry Halbach Mnk
250 JR DIV I
Charles Holcomb Hus
Steve Cunningham Mai
Rem Regan Suz
250 JR DIV II
Jerry Ebert Hon
Todd Kahlmeister Mai
Ron Brazowski Hon
250 INT
Jerry Castillo CZ
Paul Turner Mon
Rudy Leon CZ
250 SR
Dan Roberts Bul
Mike Urban Yam
Jerry Johnson Hus
OPEN JR
Steve Whaiff Mai
Alan Younger Yam
Doug Murphy Hus
OPEN INT
Gregg Doran —
Larry Gurley —
Ed Ehninger —

N.M.A. MX
Indian Dunes
Valencia, Calif.
Nov. 2, 1973
By C. Whiting

PEE WEES
M. Koemans
M. Giem
0-61cc MOD EX
(12 & OVER)
J. Holley
0-81cc MOD EX
(9-11 yrs)
A.J. Whiting
L. King
0-81cc MOD NOV
(9-11 yrs)
T. Loza
(12 & OVER)
J. Bernstein
0-81cc MOD EX
(12 & OVER)
B. Jones
OPEN-0-110cc
B. Jones
0-81cc STOCK NOV
(12 & OVER)
G. Holmes
B. Recchia
OPEN POWDER PUFF
L. Viens
0-61cc STOCK OPEN
M. Harnacker
C. Thompson
0-81cc STOCK EX
(9-11 yrs)
Joe Onesto, Jr.
0-81cc STOCK NOV
(9-11 yrs)
J. Boykin
S. Marino
J. Buckner
0-81cc STOCK EX
(12 & OVER)
M. Lewis

CRC Motocross
Indian Dunes Park
Valencia, Calif.
Nov. 3, 1973
By The Shadow

100 BEG
Glenn Shuman Yam
Ron Morrison Mnk
Louis Nacsa Yam
125 BEG DIV 1
John Hartel Yam
Steve Paulos Hon
Don Sharp Hon
Murray Miller Suz
125 BEG DIV 2
Marty Desbrow Bul
John Holt Suz
Bret Hammond Suz
Jeff Solomon CZ
125 JR
Don Faulkner Hon
Barry Nackos Hon
Ken Miyako Hon
250 BEG
John Niznik Yam
Ted Davidson Yam
Mike Bergin Yam
OPEN BEG
Dave Dixon Hus
Larry Pearson Yam
Lee Johnson Yam
250 JR
Robert Jenson Yam
David Dick CZ
Roger Booth Hon
OPEN JR
Bill Bryan CZ
Bruce Wing Mon
Gerry Cook Mai
250 INT
Dave Krikac Bul
Derek McLeish —
EX
Jim Bauer Mai
Kendall Watson Mai

CRC Team Race
Stoddard Valley, Calif.
Oct. 28, 1973
By The Shadow

250 INT
Jim Newett/
Rick Jensen Hus
Dale Linek/
Allen Freeman Yam
OPEN NOV
Dale Teubner/
Jim Sturgis Pen/Hus
Pat Patterson/
Melvin Sullivan Bul/Hus
Daryn Watt/Rusty
Miller Hus/Yam
OPEN NOV OVER 35
Marlyn Kinney/
Geo. Stoffel Hus/Yam
Dick Doyle/
Manny Dauber CZ
250 NOV
Rick Ruppel/
Ray Ruppel Hus/Oss
Dan Phillips/
Rod Vanscoy Yam
Larry Parsley/
Wayne Van Kirk Yam
175 NOV
John Amy/
Barry Johnson Pen
Gene Crew/
R. Campbell —
125 NOV
Chuck McCormick/
Jack Owen Yam
D.L. Sillings/ Geo.
Magallon Hon/Bul
Wally Jones/
Ray Miller —
100 NOV
Wesley Arita/
Bob Amy —
Dale Dorman/
Noel Barber —
Tom Fiala/
Rick Sieman —
OPEN BEG
Gary Frederickson/
Chad Hansen Yam/Suz
Steve Moerke/
Jeff Maughan Yam
Gordon Sanford/
Wayne Sanford —
250 BEG
Jim Johnson/
Mike Edmunson Hus
Tim Edmunson/
John Hagey Hus
Roy Burchett/
Troy Moore Jr. —
Ed Duenas/
John Mayer —
Sherman Cobb —
250 BEG OVER 35
David Webb/
M.H. Wallace Yam/Suz
Wayne Lumbattis/
Bob Secrombe —
James Fox —
175 BEG
Jeffrey Lyman/Mark
Richardson —
Jeff Baxter —
John Wallace/
Chris Wallace —
125 BEG
Steve Fritz/Jim
Robinson AE/Hon
Frank Stuckey/Bob
Ackles Jr. Hon/Yam
Rick Wallace/
Cooper Wallace —
100 BEG
Jim Albro
John Albro —
Tim Jones/
Guy Campbell —
Herbert Reed/
Larry Whitaker —
MINIBIKE
Dean Meltzer/
John Wilson —
Mike McGurk/
Ronda McGurk —
POWDER PUFF
Kathy Campbell/
Shirley McGurk —
FATHER/SON TEAMS
Bill Dean Jr./
Bill Dean Sr. —
Gordon Sanford/
Wayne Sanford —
Leonard Sims/
Jim Sims —

D-38 TT Scrambles
1973 Point Standings

OPEN
Steven Gall Ex 450
Billy McElyea Ex 395
Steve Little Ex 291
John Caldwell Ex 246
Mike Digenan Am 232
Jeff Zwoster EX 229
K. Standifer Nov 201
John Allison Ex 185
James Murdock Nov 175
Greg Reynolds Ex 174
Archie Ortega Ex 130
Neal Hereth Am 93
F. Bollinger Nov 91
Ron Trafton Ex 85
Gene Bennett Nov 83
M. Stephenson Ex 80
Jam Mitchell Ex 80
Rick Anders Nov 76
S. Kennison Nov 70
Pat Guthrie Ex 65
Steve Bennett Nov 59
Robert Anson Ex 56
Tom Worfolk Ex 50
Roy Smith Nov 49
R. Combest Nov 38
D. Gassaway Ex 35
Neil Davis Ex 35
Robert Byron Nov 33
Ronald Blocher Nov 32
Richard Ribley Ex 30
William Mangas Nov 27
Tom Cale Ex 25
Glenn Burton Nov 23
Dave Burton Nov 19
Bruce Etherton Nov 15
Michael Lange Nov 9
John Apple Ex 8
Jerry Hanson Nov 6
Dan Westrup Nov 5
250cc
John Apple Ex 485
David Harris Ex 475
Brad Holt Ex 445
Thomas Stahl Ex 435
T. Petton, Jr. Ex 339
Al Glover Ex 278
Brent Knauer Ex 276
M. Stahl Am 258
T. Melancon Am 230
Steve Little Ex 225
Monte Roberts Nov 222
Pat Guthrie Ex 215
John Allison Ex 190
Jim Allison Ex 190
John Harris Nov 163
Mike Massey Ex 157
Mark Aragon Nov 136
Curt Hoefling Am 122
Joe Schenck Nov 97
Ron Trafton Ex 96
Ralph Lowe Nov 59
Mike Guthrie Ex 56
Geoff Dawson Ex 55
Tom Worfolk Ex 53
Art Spence Nov 42
Jim Schlereth Nov 37
Tim Davis Nov 35
Jeff Dorrell Ex 30
Gary Pound Nov 30
Jerry Hall Ex 30
Bill Stuckley Nov 24
Wil. Mangus Nov 17
Jeff Mathews Ex 15
Frank Moats Nov 13
Mike Nelson Nov 8
S. Hudson Nov 8
Frank Vasquez Nov 8
Robert Schuler Nov 6
C. Ptaschek Nov 6
John Turner Nov 5
125cc
Richie Volk Ex 545
Floyd Petton Ex 521
Bobby Huffman Ex 505
Geoff Dawson Ex 470
Tim Melancon Am 470
Brent Knauer Ex 420
E. Pendleton Ex 396
Al Glover Ex 344
Brad Holt Ex 340
John Anderson Nov 316
Curt Hoefling Am 288
Bill Sims Am 284
Mark Little Nov 240
Bill McElyea Ex 205
Brand Carl Am 195
Jim Allison Ex 150
Mike Maroney Nov 147
Jeff Allison Nov 143
Jeff Spahn Nov 143
John Allison Ex 140
M. Pennoyer Nov 140
Rodger Harris Nov 131
Bill Charles Nov 110
Scott Marshall Ex 105
Tom Volk Nov 90
Charles McNelly Nov 87
J. Scherck Nov 83
Jim Crowley Ex 80
Tom Butts Nov 71
Lyle Hall Am 65
Mike Cardenas Nov 65
Darrell Remero Nov 54
Gary Romero Nov 51
June Allison Nov 51
Mike Digenan Am 51
David Harris Ex 50
Mike Guthrie Ex 40
Tom Hasehton Nov 33
M. Martinsen Nov 30
Ralph Crisalli Nov 23
Robbie Douthit Nov 23
James Jessup Nov 22
P. Hebert Nov 13
Brad Painter Nov 11
Chuck Satterlee Nov 9
Tom Ferguson Nov 7
Mike Haselton Nov 4

Motocross
CMC North
Sunnyvale, Calif.
Nov. 4, 1973
By Steve Castillo

MINI
Neal Snarr Hon
Jeff Doyle Ste
Mark Olund Yam
OLD TIMERS
Willie Lothrop Hus
Fred Whitter Pen
Richard Olson Mai
POWDER PUFF
Cindy Dobbins —
100 JR
Paul Flores Hon
John Trouverso Hon
Duke Dowell DKW
125 JR DIV I
Phil Trenholme Hon
Bill Johnson Yam
Gerry Kohlmann Hon
125 JR DIV II
Scott Schulz Hon
Dobrowolski Hon
Claro Cabading Hon
125 JR DIV III
John Baca Hon
Bill Roush Yam
Mike Sutter Suz
125 INT
Scott Raymes Suz
Bob Geffert Hon
Mike Adolph Hon
250 JR
Claro Cabading Hon
Keith Werner Yam
Jerry Ebert Hon
250 INT
Jerry Castillo CZ
George Llewellyn Mai
Larry Gurley Yam
OPEN JR
Alan Younger Yam
Paul Marino Yam
Mike Noguera Yam
250 SR
Len Macchiarella Kaw
Mike Urban Yam

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Nov. 9, 1973
by Dale Teubner

MINICYCLES
John Gless Hon
Scott Tipton Hon
Scott McCarty Hon
125 JR
Skip Cristy Yam
Terry Smith Suz
Don Jackson Hon
250 JR
Jim Ruth Hus
Lee Schefflers CZ
John D'Abusco Hon
500 JR
Dave Kohn CZ
Gil Smith Hus
Keith Long Hus
125 INT
Albert Cancino Hon
Dana Nelson Suz
125 SR
Troy Breker Hon
STeve Bauer Hon
500 SR
Brian Breker Bul
Ray Topham Kaw
Dennis Hazlett Yam

N.M.A. MX
Indian Dunes Mini
Valenica, Calif.
Nov. 4, 1973
By C. Whiting

PEE WEES
M. Koemans
T. Paris
D. Andersen
0-61cc MOD EX
(9-11 yrs)
S. Hess
(12 & OVER)
J. Holley
0-61cc MOD NOV
(12 & OVER)
R. Smith
0-81cc MOD NOV
(9-11 yrs)
K. Allman
J. Little
S. Anderson
J. Simmons
0-81cc MOD EX
(9-11 yrs)
A. J. Whiting
Matt Whiting
M. Marshall
0-81cc MOD EX
(12 & OVER)
B. Jones
J. Holley
B. Myerscough
0-81cc MOD NOV
(12 & OVER)
R. Richey
B. Gonzales
V. Van Hook
0-110cc OP
L. Moorewood
M. Brown
B. Myerscough
0-61cc STOCK NOV
(6-8 yrs)
E. Fuller
0-61cc STOCK EX
OPEN
M. Harnacker
NOV
J. Weller
0-81cc STOCK NOV
(6-8 yrs)
B. Knight
(9-11 yrs)
E. Fuller
0-81cc STOCK EX
(9-11 yrs)
J.C. Lopez
A.J. Whiting
C. Fromme
0-81cc STOCK NOV
(9-11 yrs)
M. Nance
J. Little
R. Kramer
0-81cc STOCK EX
(12 & OVER)
B. Jones
W. Simons
B. Myerscough
0-81cc STOCK NOV
(12 & OVER)
D. Franks
M. Lopez
J. Cardenas

ACA Road Race
Willow Springs, Calif.
Nov. 11, 1973
by Jim Lester

100 PROD
Dennis Ruminer Hon
Ken Ruminer Yam
Bill Silver Hon
125 PROD
Frank Valderrama Suz
Jim Lester Yam
Richard Hewitt Yam
200 PROD
John Chermak Yam
Steve McKennan Yam
John Hewitt Yam
250 PROD
Richard Barron Yam
Wally Karpynec Suz
350 PROD
Darrell Lee Yam
Bud Keeley Hon
Steve Lang Yam
Richard Barron Yam
Dale McCreary Yam
Joe Breeden Yam
500 PROD
Fred Walti Hon
Leonard Gilliland Kaw
Dick Kilgroe Kaw
Charlie Gulyash Kaw
Greg Calvin Kaw
Bob Chandler Kaw
OPEN PROD
Pat Beacom Hon
Wes Cooley Hon
100 SR GP
Larry Hemker Yam
125 SR GP
Dick Fuller Yam
Jim Lester Yam
James McWorthy Hon
200 SR GP
John Serra Bul
250 SR GP
Wes Cooley Yam
Walt Foster Yam
Dave Racine Yam
350 SR GP
Roger Glickman Yam
John Serra Bul
500 SR GP
Fred Walti Hon
Dick Kilgroe Kaw
OPEN SR GP
Wes Cooley Hon
Bob Endicott Hon
Dale Alexander Kaw
50 JR GP
Scott Clugh —
Leif Julliusen Kaw
Ken Ruminer Yam
125 JR GP
Al Nowocinski Yam
Mike Baeder Yam
James Vialovos Yam
200 JR GP
John Chermak Yam
Steve McKennan Yam
Jay Young Suz
250 JR GP
Wally Karpynec Yam
Bruce Longson Yam
350 JR GP
Richard Williamson Yam
Darrell Lee Yam
Dale McCreary Yam
500 JR GP
Leonard Gilliland —
Charlie Gulyash Kaw
Greg Cavin Kaw
OPEN JR GP
David Breetwor Tri

Indoor Short Track
San Jose, Calif.
Nov. 2, 1973
By Bill Spencer

100 NOV
Randy Mamola Hod
Leonard Castro Hod
Bob Boten Yam
125 NOV
Jeff Rose Bul
Rodger Slack Yam
125 JR/EX
Al Wood Hod
Bob Miner Bul
Mark Allen Hod
175 NOV
Reed Bagness Yam
Dennis Sickle Bul
200 NOV
Rich Luhdorff Tri
Wes Stout Bul
Tony Licata Bul
200 JR/EX
MIke Kusman Hon
Dave Nazzisi Bul
Jim Ingoglia Bul
250 NOV
Bob Silva Bul
Steve Turner Bul
Dan Contreras Bul
250 JR
Ned Cotherman Yam
Geoff Lowe Suz
Mickey Sickle Bul
250 EX
Chuck Miller Mon
Steve Eklund Yam
Al Ludwigsen Bul
360 NOV
Phil Vitale Hon
Eddie Diaz Yam
Robert Gatto H-D
360 JR
Larry Trantham Hon
Gary Orlando Yam
Gary Cooper Yam
360 EX
Steve Hernandez Bul
Dennis Robinson Yam
Al Wood Kaw

RESULTS

AME Motocross
Indian Dunes Park
Valencia, Calif.
Nov. 11, 1973
By Jack Collin

MINIS
Tommy Hopkins Hon
Tommy Lopez Hon
J.C. Lopez Ind
125 BEG DIV I
Steve Morefield Hon
Marty Desbrow Bul
Bob Wayne Bul
125 BEG DIV II
Kurt Daenitz Bul
Rob Westbrook Hon
Don Sharp Hon
250 INT
Mark Mansfield CZ
Rich Lansford Mon
Ed Popelka Mon
250 SR
Tracy Oswell Hon
Bob Schwartz Mon
John Atwood Bul
500 JR
Kenneth Tekut Suz
Chuck Enscoe CZ
Clent Smith Mai
250 JR
Larry Jones Bul
Dana Slater Yam
Paul Allum —
500 INT
Jon Miller —
500 SR
Joel Sheldon —
Dan McFarland —
Ken Watson CZ
125 JR
Don Falkner Hon
Ken Miyako Hon
Richard See Hon
125 INT
Richard Williams Pen
Craig Egerman Hon
Steve Steel Hod
125 SR
Eddie Cole Pen
Jim Hale Pen
Tony Delatorre Mon
OLD TIMER
Del Carrol Maii
250 BEG
Ken Ritchie KTM
John Mongillo Hon
Ronnie Cardoza Hon
100 BEG
Steve Wade Yam
Kevin Kilpatrick Yam
100 JRS
Craig Cole Pen
Jerry Hutchinson —
Jeff Anderson Yam

Orange Bowl MX
O.C.I.R.
Irvine, Calif.
Nov. 16, 1973
by Tom Corley

125 EX
Dave Carlson Hon
Steve Gannon Pen
Daniel Bales Car
250 EX
Frank Rowe Yam
Bryan Justice CZ
500 EX
Jeff Szueber Yam
Bob Rowe Yam
125 JR
Rich Reveles Yam
Jeff Henneke Hon
Kevin Tidball Pen
125 INT
Jack Hazard Hon
Tony Kirkpatrick Hon
Rick Rogers Suz
500 BEG
Charlie Gantz CZ
Larry Rich Yam
Dennis Nassar CZ
500 JR
Steve Rivara CZ
500 INT
Dave Orozco CZ
Lee Evans CZ
125 NOV
Mike Danadley
Bob Quintin
Mike Raine
250 BEG
Myron Martin
Steve Christenson
Steve Butrughi
250 NOV
Steve Canova
Charles Mayrati
David Dekoker
250 JR
Eric Wills
Dave Hall
James Hurley
250 INT
Pete Smith
Dave Hall
James Hurley
250 INT
Pete Smith
Jeff Osborn
Paul Bean
500 NOV
Dick Brown
Ted Tennigkiet
Mike Brown
MINI BEG
Dick Kosoner
Tim Fier
MINI INT
Jeff Ward
Bob Quintin
Jamie Oliver
100 BEG
Bryan Daniel
John Gardner
Geoff Singer
100 JR
Mike Johnson
Terry Shekell
Marty Miller
100 INT
Jeff Ward
Richee Collins
125 BEG
Mike Higgonbothem
Frank McCubbins
Todd Peterson

N.M.A. Minis
Indian Dunes
Valencia, Calif.
Nov. 9, 1973
by C. Whiting

PEE WEE EX
K. Henricksen
PEE WEE NOV
J. Fries
0-61 MOD EX
M. Harnacker
S. Hess
0-81 MOD EX
9-11 YRS
L. King
M. Whiting
0-81 MOD EX
12 & OVER
J. Holley
0-81 MOD NOV
9-11 YRS
K. Allman
M. Mercier
0-61 STOCK NOV
9-11 YRS
M. Fries
0-81 MOD NOV
12 & OVER
M. Brouillette
OPEN P.P.
D. Waters
L. Viens
0-61 STOCK
12 & OVER
M. Harnacker
0-81 STOCK EX
9-11 YRS
A. J. Whiting
0-81 STOCK NOV
9-11 YRS
J. Crowder
E. Torkko
0-81 STOCK EX
12 & OVER
M. Lewis
S. Randal
0081 STOCK NOV
12 & OVER
J. White
J. Bayard
0-81 STOCK NOV
12 & OVER
C. Heller
B. Recchia

Minis
Trojan Spdwy
South Gate, Calif.
Nov. 6, 1973
By Gloria Simmons

PEE WEE
Dawn Andersen
John Allred
Timmy Ray
1-3 HP
Rex Smith
Randy Bennett
Rudy Dickenson
0-81cc BEG DIV I
(11 & UNDER)
John Gogle
Kevin McKay
Pam Bennett
0-81cc BEG DIV II
(11 & UNDER)
Greg De Rose
Tracy Smith
Rudy Dickenson
0-81cc NOV
(11 & UNDER)
Rex Smith
Debbie Hughes
Scott Webb
0-81cc EX
(11 & UNDER)
Jimmy Simmons
Pat Richmond
Dennis Kungle
0-81cc BEG
(12 & OVER)
Bobbie Gonzales
Kirk Emge
Mark Burkes
0-81cc NOV
(12 & OVER)
Shawn McConnell
Robert Dilly
Tony Cotta
0-81cc EX
(12 & OVER)
Joey Tucci
Steve Flatebo
Ricky Simmons
FLAT TRACK
(11 & UNDER)
Scott Webb
Pat Richmond
Shon Andersen
(12 & OVER)
Steve Flatebo
Joey Tucci
Steve Moore

AMC MX
Saddleback Park
Irvine, Calif.
Nov. 11, 1973
By Thew Asp

MINI BEG
Jeff Johnson Hon
Larry Deaton Yam
Steve Krijeger Hon
MINI INT
Joe Ruello Hon
Jamie Oliver Hon
100 BEG
Mitch Maxwell Yam
Brett Myer Yam
Kirk Fitzek Hod
100 NOV
Dave Rogers Ric
John Gardner Yam
Jerry Shore Yam
100 JR
Mike Johnson Yam
Jeff Heigl Yam
100 INT
Jeff Ward Hon
Don Carlson Kaw
Doug Boyd Yam
125 BEG
Gary Priegel Hon
Chuck Rubin Bul
Barry Dee Hon
125 NOV
Kenny Morris Hon
Jeff Brusseau Pen
Jeff Nixon Suz
125 JR
Jerry Fanning Hon
Mark Cook Pen
Randy Howiler Hon
125 INT
Kevin Crawford Pen
Greg Lersch Hon
Kevin Willis Hon
125 EX
Dave Carlson Hon
Brian Renshaw Hon
Steve Gannon Pen
David Williams Pen
Patrick Hubbs Suz
125 SR
Alfredo Rodil Suz
250 BEG
Jack Crone CZ
Greg Wulff CZ
John Hildreth Yam
250 NOV
Mike Chastain Mai
Bill Barlow Hon
Bob Coyle Hon
250 JR
Eric Wills Bul
Kelly Callaway Yam
George Nance CZ
250 INT
Pete Smith Bul
Kevin Callaway Yam
C. Richardson Yam
250 EX
Doug Sherman CZ
Val Tamietti Hon
Tim Battenschlag Mai
Frank Steiner Yam
Mark Rodman Yam
OPEN BEG
Eddie Miller Hus
Randy Provost Hus
Al Satterly Yam
OPEN NOV
Frank McCarthy CZ
Mike Halberstadt Hus
Ted Tennigkeit CZ
OPEN JR
Lyn Mattox Hus
John Domoslai CZ
Larry Cheever Yam
OPEN INT
Dave Orozco CZ
Greg Sokol CZ
Alan Cheever CZ
OPEN EX
Mark Rodman Yam
John Fackler CZ
Steve Sullivan Mai
Cole Hastings Hus
Jeff Szueber Yam
Ted Hamner Yam
OLD TIMER
Warren Wright Mai

CMC Motocross
Irwindale Rcwy.
Irwindale, Calif.
Nov. 16, 1973
by John Bethea

MINI
Bob Toliver Hon
Mark Lawrence Yam
Bobby Gonzales Hon
100 JR
Bobby Smith Yam
Kevin Dick Yam
Kirk Waymire Hon
125 JR
Kevin Krieghoff Yam
John McGonigal Pen
Bobby Smith Yam
250 JR
Pat Hampton Bul
Howard Hamlin Hon
Steve Tafoya Hon
500 JR
Carter Read Mai
Clay Bain Suz
Bart Taylor Hus
125 INT
Cliff Lett Hon
Ollie Senechal Hon
John Estes Hon
250 INT
Mike Huhn Hon
Skip Keely Mai
Don Bongiorno Hon
500 INT
Dave Hensche CZ
Rick Welch Yam
Curley Wholey CZ
125 EX
Dave Pessy Hon
Rick Renig Mon
Ray Lopez Pen
250 EX
Dave Pessy Hon
Tim Lunde Pen
Bill Rubly Mai
500 EX
Joe Jonston Mai
Tim Lunde Mai
Chris Allen CZ

ITA Observed Trials
Escape Country
Trabuco, Calif.
Nov. 11, 1973
by Chris Ostlind

NOV
Gaetan Carrett 35
Brian McDonald 40
Ron Shaw 45
Jerry Box 53
Chuck Miriani 55
BEG
Larry Theobald 9
Kris Dunn 10
Mike Godfrey 11
Greg Massingham 12
Allen Davis 14

AME Motocross
Rawhide Cycle Park
Elsinore, Calif.
Nov. 18, 1973
by Jack Collin

125 SR
Toby Taki Hon
Ken Ehlers Hus
125 INT
Bill Cook Suz
125 JR
Steve Hester Hus
Mark Older Hon
125 BEG
Frank Pilato Pen
Kenny Collins Kaw
250 SR
Pete Maly CZ
Tracy Oswell Hon
Jeff Browning Mon
500 SR
Ken Ratzloff Mai
250 INT
Dave Martinez Kaw
Perry Black Bul
250 JR
John Lanzarone —
Greg Newland Mon
Rick Kelly Oss
250 BEG
John Hill Hon
Tim Watkins Mai
500 INT
Craig Adams Hus
500 JR
Thomas Hudson Hus

Flat Track
Corona Rcwy.
Corona, Calif.
Nov. 14, 1973

MINI
Rudy Dickinson
Ronnie Hattendorf
Wendy Flangan
MINI STOCK/MOD
Mark Scroggins
Gordie Kidd
Gary Ontiveros
100-125 NOV
Frank Ridlon
C. Hart
Jeff Wright
100-125 AM/EX
Mike Tidwell
Tom Doty
Mike Minnig
250 NOV
Bruce Talbot
Kelly Morriston
Pete Lewis
250 AM
John Rogers
Steve Stiemsma
250 EX
Tom Berry
Jerry Greer
Hal Cheetwood
OPEN COMB
Jim Wright
Dave Tudor
Rod Sexton

Half-Mile
Corona Rcwy.
Corona, Calif.
Nov. 14, 1973

100-125 NOV
Frank Ridlon
Mark Boutell
100-125 AM
Steve Lyons
Rich Shook
Ruben Malaguarnero
100-125 EX
Eddie Lawson
Mike Tidwell
Mike Minnig
250 NOV
Dale Reed
Tim Bowers
Dale Morgan
250 EX
Tom Berry
Mike Tidwell
Mike Clarke
OPEN NOV/AM
Vern Maxwell
Wayne MacIntyre
Doug Douglas
OPEN EX
Nick Voge
Robert Sanders
Dick Lewis
MONEY RACE
Robert Sanders
Tom Berry
Dick Lewis

CRC Motocross
Muntz Cycle Pk.
Moorpark, Calif.
Nov. 11, 1973
by The Shadow

80 MINI
Kurt Sofka Jr. Hon
David Ewing Hon
Mark Brouillette Hon
60 MINI
Tony Barbacovi Yam
Ronnie Strauss Yam
100 BEG
Greg Barbacovi Yam
Jeff Warner Hod
100 NOV
Larry Cooper Hod
Pete Hartweld Yam
Jim MacMillen Hod
125 BEG
Ed Moore Hon
Sam Dowell Yam
Randy Stolz Car
125 BEG UNDER 16
Dan Walker Yam
Jack Peachey Suz
Mike Ballmann Hus
125 NOV
Doug Gardner Suz
Pat Nixon Hon
Cedric Chatterley Mnk
125 NOV UNDER 16
Alan Smith Hon
Tony Jordan Suz
George Viens Mnk
250 BEG
Dan Szczepanek Yam
Steve Olson CZ
David Marshall Suz
Joe Churilla Hon
OPEN BEG
Alan R. Olson CZ
Ron Finley Hus
David Rose Yam
250 NOV
Bill Bledsoe Hon
Chris Forbes Mai
Dennis Grace Hon
OPEN NOV
Glenn Ewing Gre
Ken Fersusan CZ
K. W. Long Hus
250-OPEN VET
Charles Strauss Hus
Joe Phillips CZ
R. Harrington Yam
125 INT
Bob Garrabrant Yam
Gordon Tamm Nog
125 EX
Tom Grant Pen
250 EX
Von Peterson CZ
Ron DeSoto CZ
Bill Sabo Yam

CRC Motocross
O.C.I.R.
Irvine, Calif.
Nov. 10, 1973
by The Shadow

MINI
David Oller Ste
Bill Taylor Hon
Dallas Rebello —
125 BEG
Scot Clifton Suz
Greg Draskovich Yam
Brian Mathews Yam
125 NOV
George Erl Yam
Ted Brobeck Pen
Steve Reiche Suz
250 BEG
Myron Martin Hus
Alan Schroeder Hon
Jerry Steorett Bul
OPEN BEG
Robert Jones Suz
Karl Kogler Yam
Bill Thomas Yam
250 NOV
Bob Warren Yam
Bob Trettin Yam
Richard Zazveta Yam

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RESULTS

Motocross
Moreno Valley M.C.
De Anza Cycle Park
Sunnymead, Calif.
By Keith Patten

250 BEG	
Randy Lutz	Yam
Jim Gilliam	Hus
Sam Easterday	Yam
Timothy Jones	Hus
Ray Fawcett	Yam
Edward Soza	Mai
Mike Howell	Oss
Mike Sorich	CZ
250 JR	
Tim Stevenson	Hon
John Ward	Hon
John Lawson	Yam
Brad Painter	CZ
Dan Roach	CZ
250 SR/EX	
Brian Harber	Hon
OPEN BEG	
Dave Walton	Suz
Mike Roach	Yam
OPEN JR	
Burke Tollstrup	Mai
OPEN SR	
Tyler Tollstrup	CZ
125 BEG	
Paul Ivie	Yam
Steve Anderson	Yam
Tom Bower	Yam
Tom Ruvolo	Hon
Clint Carmen	Yam
Glen Sandstrom	Hod
Ray Hersom	DKW
175 BEG	
William Jagers	Kaw
175 JR	
Dwayne Vanderby	Yam
125 BEG P.P.	
Debbie Lutz	Yam
100 BEG	
Mark Allee	Yam
Alvin Long	Yam
100 JR	
Harry Warr	Yam
MINI BEG	
Neil Fawcett	Yam
Kraig Hill	Yam
MINI JR	
Joe Spangler	Hon

P.A.L. Motocross
Santa Clara, Calif.
Oct. 21, 1973
By Steve Castillo

100 JR	
Frank Orner	
Mike Bonner	
Martin Talbot	
125 JR DIV I	
Phil Trenholm	
Brian Crews	
Gus Costas	
125 JR DIV II	
Phil Speer	
John Warrington	
Tim Oliver	
125 JR DIV III	
Dan Geery	
Eric Jones	
Bill Johnson	
250 JR DIV I	
Phil Kemper	
Mike Dittrich	
Joe Sakamoto	
250 JR DIV II	
Mike Philips	
Risner	
Keith Werner	
OPEN JR	
Mike Philips	
Steve Raphael	
Larry Dobbs	
125 INT	
Bob Geefert	
Kevin Doran	
Randy Nielsen	
250 INT	
Forrest Galt	
Mark Pfister	
Brett Milinarich	
250 EX	
Bill Kisich	
Mike Urban	
Jeff Mullins	
OPEN EX	
Al Kenyon	

TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
Nov. 10, 1973

MINI NOV	
Shane Howley	Hon
Sean Ryan	Hon
Vern Clark	Yam
MINI AM/EX	
Troy Ingolia	Yam
100 NOV	
Troy Inoglia	Yam
Bobby Huffman	Kaw
Louis Parker	Yam
175/200 AM	
Richard Cunningham	Bul
Steve Colford	Yam
Dave McDermott	Kaw
100 AM/EX	
Randy Bird	Kaw
Paul McPearson	Yam
Bob Stansbury	Hon
125 NOV	
Raymond Hernandez	Yam
Steve Woskeski	Yam
Tom Strycula	Yam
125 AM/EX	
Steve Miller	Suz
Ken MacBeth	Yam
Andy MacInnis	—
250 NOV	
Larry Hanson	Bul
Keven McHugh	Hon
Brian Webb	Yam
Ron Aguirre	Bul
250 AM/EX	
Larry Bird	Mon
Al Glover	Yam
Lowell Nelson	Bul
500 OPEN NOV	
Kerry Standifer	BSA
Roger Stagg	CZ
Mike Rohn	Yam
SPEC NOV	
Larry Hanson	Bul
Dave Redding	Yam
Kevin McHugh	—
500 OPEN EX	
Mark Reichert	Yam
Rod Sexton	Yam
William Arbaugh	Yam
SPEC EX	
Rod Sexton	Yam
Larry Bird	Mon
William Arbaugh	Yam
SWEEPS	
Mark Reichert	Yam

TT Scrambles
Corona Rcwy.
Corona, Calif.
Nov. 7, 1973

MINI STOCK & MOD COMB.	
Fred Armenta	
David Jenkins	
Gordie Kidd	
100 NOV	
Bob Milner	
Tony Popp	
Lars Liljeblad	
100 AM	
Rich Shook	
Greg Staddan	
Eddie Drake	
125 NOV	
Greg Foster	
Jeff Allison	
Mark Williams	
125 AM/EX	
Mike Tidwell	
Steve Lyons	
Troy Breker	
175-200 COMB	
Dennis Aguirre	
Randy Hoggard	
250 NOV	
Tim Thibodeaux	
Dana Stettler	
Greg Zehner	
250 EX	
Don Waffle	
Travis Petton	
Mike Tidwell	
OPEN NOV	
Jerry Brown	
Terry Traver	
R. G. Stone	
OPEN AM/EX	
Bob Farmer	
Rex Hailey	
Brian Tolson	

Motocross
Escape Country
Trabuco, Calif.
Nov. 11, 1973

OPEN 1st DAY	
Jerry Perryman	Suz
OPEN BEG	
Anthony Villa	Suz
Chris Shaw	Yam
OLD TIMERS	
Roger Roberts	—
OPEN NOV	
Greg Nieto	CZ
OPEN INT	
Brad Smith	CZ
James Bernth	CZ
OPEN EX	
Curtis Lessel	Mai
Ben Del Campo	Yam
250 INT	
Mike Pelley	Yam
Dave Foltz	CZ
250 EX	
John Hrynkiwicz	Mai
Jeff Jennings	Hon
250 NOV	
Doug Coburn	Bul
Tom Cox	CZ
Dan Underwood	Hon
Jim Ledbetter	Yam
Scott Crawford	CZ
250 BEG	
Ron Tannihill	Eag
Bob Killian	Bul
Don DiLuccia	Yam
250 BEG	
Mike Stalons	Bul
250 1st DAY	
Dan Gaxidla	Yam
Steve Wagoner	Yam
Tom Stack	—
Ron Alpert	Yam
175 1st DAY	
Skip Hicks	Yam
175 BEG	
Dan Rahner	Yam
175 NOV	
Chelle Blythe	Yam
125 INT	
Gary Denton	Yam
Michael Perry	Pen
Richard Hachey	Suz
125 EX	
Lennie Garten	Hon
David Taylor	YZ
125 NOV	
Mike Swann	Suz
Mike Warne	Bul
Joe Rumney	Hon
Mark Marinez	Hon
Phil Bailey	Hon
125 1st DAY	
Steve Burroughs	Yam
Claude Baiteau	Hon
Orin Belogarde	Hon
Mel Kukel	Ric
David Fier	Hon
125 BEG	
Dan Fritchle	Hon
Steve Taylor	Yam
Fred Gill	Mon
Richard Clark	CZ
Reuben Gomez	Suz
100 1st DAY	
Chuck Lockett	Hod
100 BEG	
Chris White	Yam
Mark Powers	Hon
100 NOV	
Rufus Kerr	Hod
100 INT	
Brad Roberts	Bar
POWDER PUFF	
Nancy Harris	Hon
SUPER MINI BEG	
Andrew Guth	Hon
SUPER MINI NOV	
Greg Toyama	Suz
Joey Hamilton	Hon
SUPER MINI INT	
Duane Mapes	Hon
MINI 1st DAY	
Doug Fenty	Hon
MINI NOV	
Mark Weaver	Hon

Motocross
Escape County
Trabuco, Calif.
Nov. 10, 1973

OPEN NOV	
Scott Caunes	Bul
OPEN EX	
David Bradles	CZ
OPEN 1st DAY	
Perry Love	Yam
OPEN BEG	
David Luchau	Yam
250 INT	
Tom Truman	Yam
250 EX	
Mark Sullivan	Yam
250 NOV	
Garry Faulks	Yam
Terry Hart	Pen
Steve Damron	Yam
Greg Gritters	CZ
250 BEG	
Steve Miller	CZ
Mike Rainford	Hon
Richard Spangler	—
250 1st DAY	
Dennis Howell	Yam
Andy Lofquist	Hon
125 NOV	
Scott Davies	Hon
Phil Tignor	Yam
John Jones	Hon
Guy Denton	yZ
125 INT	
John Salinsky	Pen
125 1st DAY	
Gary Truesdill	Pen
Mitchell King	Hon
Neil Beverase	Hon
125 BEG	
Richard Erwin	Mon
100 1st DAY	
Brad Brown	Hod
Gary Pendleton	Yam
100 BEG	
Brad Renville	Yam
100 NOV	
Mike Mosby	Yam
100 INT	
John Gilbertson	Hon
175 1st DAY	
Dave Scarsdale	Bul
175 NOV	
Mike McCluskey	Bul
SUPER MINI 1st DAY	
Michael Caruso	Hon
SUPER MINI BEG	
Mike Musson	Hon
SUPER MINI NOV	
Greg Toyama	Suz
MINI 1st DAY	
Timmy Shelton	Ind
MINI BEG	
Doug Reed	Ind
MINI NOV	
Bob Tryon	Hon

Top 20 District 36
Enduro Riders
(Junior Only)
As of Nov. 10, 1973
By F.L. Showers

1. Philip Haszard	72
2. Ron Goehring	62
3. Ernie Miller	59
4. David King	57
5. Art Mennick	56
6. Robert Anderson	53
7. Craig Sangalli	50
7. John Pritchard	50
7. Wm. Bowles	50
8. J. Lindahl	46
9. R. Christian	45
10. Larry Flint	43
11. Ray Davis	42
11. Clark Frentzen	42
11. Rob Sangalli	42
12. Daryl Powers	40
13. Bob Kaine	40
13. Jeff Hammond	40
14. T.O. McElhinnie	38
15. Harold Chaney	35
16. Ted Miller	34
16. Ray Benjamin	34
17. John McGaughey	32
17. Don Matheson	32
18. P. Erdmann	31
18. R.A. Hansen	31
18. Shepard Johnson	31
19. J.C. Duncan	30
19. Larry Olson	30
20. Robt. Stauffacher	29

Scrambles
Pioneer Arena
Oakdale, Calif.
Nov. 11, 1973

MINI A	
Michelle Hoover	BS
MINI B	
Tony Holdsclaw	Yam
MINI C	
Richard Arnold	Hon
Vince Ellis	Hon
MINI D	
Brad Bruns	Suz
Steve Crawford	Hon
Eric Watts	Hon
MINI E	
Don Cantaloepi	Ste
Steve Crawford	Yam
Mike Tripp	Hod
100 NOV	
Rick Woods	Kaw
Rod Greener	Suz
Clint Maples	Yam
125 NOV	
Nick McBride	Suz
Frank Acosta	Hon
Red Needham	Suz
125 JR	
Chuck Goodrich	Hon
John Minor	Hon
Jim Lane	Hon
125 EX	
Ron Alsop	Bul
Craig Scroggins	Bul
Roy Winters	Pen
175 NOV	
Stan Slate	Pen
Ken Lambert	Kaw
200 NOV	
Jimmie Blackwood	Bul
250 NOV	
Steve Terry	Mon
Rairo Trubok	Hon
Bob Haines	Hon
250 JR	
Ken Brown	Pen
Hank Leslie	Cop
Bob Holloway	Hon
250 EX	
Neil MacDannald	Mon
Ken Caves	Hon
Roy Winters	Hon
OPEN NOV	
Don Wallace	Mai
Ben Voytilla	BSA
OPEN JR	
Steve Parker	Mai
OPEN EX	
Dennis Huff	Suz
Steve Young	Suz

D-36 Scrambles
Top 20

Mark Smith	251
Mike Kalamaras	173
Steve Eklund	154
Ron Alsop	124
Mike VanLienden	110
Ray Huff	88
Kim Jorgensen	82
Ted Davidson	72
Alex Jorgensen	69
Ron Kole	61
Jim Foley	58
Pat Brown	57
Dick Gracia	56
Mike Allen	53
Rick Otto	51
Neil MacDannold	48
Dennis Spence	45
Dale Mathers	44
Duane Spence	39
Randy Gibbs	35

Motocross
Rio Bravo Rcwy.
Bakersfield, Calif.
Nov. 11, 1973

SR DIV	
Milan Garrett	Mon
Randy Lewis	Ric
Bill Carter	Yam
OPEN JR	
Mike Keen	Hus
Randy Gafner	Yam
Clark Kent	BSA
250 JR	
Phil Taylor	Hus
Mike Davies	Hon
Scott Karl	Hon
125 JR	
Rodney Lewis	Yam
Mike Hukill	Yam
Kent Perkins	Hon
100 JR	
Mike Florence	Yam
Mike Gafner	Kaw
Paul Birtchfield	Yam
MINI	
Jon Nelson	Ind
Mark Nelson	Suz
John Lewis	Hon

Indoor Short Track
San Jose, Calif.
Nov. 9, 1973
By Bill Spencer

100 NOV	
Rich Luhdorff	Bul
Gary Faltersack	Hod
Rod Spencer	Hon
125 NOV	
Eric Weisler	Bul
Frank Souza	Suz
Rodger Slack	Yam
125 JR	
Vince Alvarado	Bul
Buddy Robinson	Yam
Mike DeLacy	Yam
125 EX	
Al Wood	Hod
175 NOV	
Dennis Sickle	Bul
Steve Hall	Kaw
200 NOV	
Rich Luhdorff	Tri
Tony Alves	Bul
Wes Stout	Bul
200 JR	
Jim Ingoglia	Bul
Bob Friedland	Bul
250 NOV	
Dan Contreras	Bul
Bob Silva	Bul
Frank Borba	Bul
250 JR	
Steve Lammers	Bul
Jeff Eide	Yam
Geoff Lowe	Suz
250 EX	
Kirk Tardiff	Yam
Tom Kopriva	Oss
Larry Drew	Suz
360 NOV	
Ed Heeney	Bul
Phil Vitale	Hon
Bob Stevenson	Yam
360 JR	
Bill Hardesty	Yam
Jim Neuenburg	Bul
Gary Orlando	Yam
360 EX	
Dennis Robinson	Yam
Jerry Kole	Yam
Steve Hernandez	Bul

Top 20 District 36
Enduro Riders
(Expert Only)
As of Nov. 5, 1973
By F.L. Showers

1. Jerry Jenkins	197
2. Hawley Slayton	152
3. Bob Marllarkey	145
4. Ben Bower	138
5. Jim Jenkins	110
6. John Troutt	107
7. Bob Keys	100
8. Glen Clinton	99
9. Frank Showers	96
10. Ralph Hamilton	95
11. Vern Weldy	92
12. Don Cantaloupi	88
13. John Krause	83
14. Marvin Hurlburt	82
15. Geo. Newsom	78
16. Robert Rogstad	73
17. Jim Newsom	72
18. Geo. Hendrix	67
19. Gary Holmes	62
20. Ralph Trotter	60

Solano Eagles MX
Argyll Motorcycle Park
Dixon, Calif.
Oct. 28, 1973
By Reese Ultz

100 NOV DIV I
Tim Hart
Rich Tomlinson
Charles Sexton
125 NOV DIV I
Dave Parks
Randy Okada
Rick Hobbs
Keith Rosetto
125 NOV DIV II
Bob Christman
Scott Henry
Ron Sturgeon
Jerry Gatton
125 NOV DIV III
Jerry Dekay
Gary Guerrero
Jim Fish
Rogger Eiberger
125 AM
Mike Marshall
Cliff Coates
James Lane
Mike Miller
125 EX
Pat Wilson
Kevin Henry
Eddie Brown
Larry Rippenkroeger
250 NOV DIV I
John Seher
J. Vendetti
Chris Heimburg
250 NOV DIV II
Robert Russell
Cliff Miller
Larry Johnson
250 NOV DIV III
Glenn Stiefel
Ronald Lancaster
Dan Breuner
250 NOV DIV IV
Danny Chandler
Richard Timossi
Donald Fitzgerald
250 AM
William Carnes
Paul Bierwith
Richard Bishop
Jon Morgen
250 EX
Daniel Leet
Fred Bennett
Lowell Spiva
OPEN NOV DIV I
Gary Cooper
Stephen Koster
Joe Paz
Roger Hall
OPEN AM
Ted Rogers
George Webb
OPEN EX
Jeff Loff
Allen Yarrow
Duane Yarrow

Superfun MX
Saddleback Park
Irvine, Calif.
Nov. 17, 1973
by Tom Corley

250 BEG	
Jay Parent	Bul
Mark McHenry	Bul
Terry Warren	Yam
250 NOV	
Don Bazemore	Yam
Warren Wright	Mai
Robert Burns	Yam
250 INT	
Bill Peters	Hon
Brad Catcolt	Hon
Tim Wyant	CZ
500 NOV	
Frank McCarthy	CZ
Gilbert Gonzales	Mai
250 EX	
Jerry Trojnar	CZ
Frank Steiner	Yam
MINI NOV	
Greg Cooper	Ind
Rogert Barline	Hon
MINI BEG	
Jeff Johnson	Hon
Larry DeSoto	Hon
125 BEG	
Jed Mendez	Yam
Wolfman	Yam
Wes Boniface	Yam
125 NOV	
Steve Martinez	Yam
125 JR	
Randy Shumate	Suz
Lue De Ley	Suz
Greg Weston	Yam
125 INT	
Russell Wilson	Yam
Bob Winters	Yam
Warren Wright	Hon

N.M.A. Minis
Saddleback Park
Irvine, Calif.
Nov. 11, 1973
by C. Whiting

PEE WEE EX
P. Denis
PEE WEE NOV
J. Allred
L. Stephenson
0-61cc MOD OPEN
G. Taylor
0-81 MOD EX
12 & OVER
J. Wright
J. Holley
0-81 MOD NOV
12 & OVER
B. Lakey
R. Hunter
0-110 OPEN
J. Wright
D. Miller
0-61 STOCK NOV
G. Taylor
P. Denis
0-81 STOCK EX
9-11 YRS
J. Little
0-81 STOCK EX
12 & OVER
G. Taylor
0-81 STOCK NOV
9-11 YRS
M. Woodbury
K. Stephenson

High Desert 100
Cascade Motorcycle Club
Bend, Oregon
Oct. 21, 1973
by Larry Ulrich

1. Dick Jagow	Gre Open
2. Ken Holmes	Hon 250
3. Tom Montgomery	Hon 250
4. Bill Avery	Hon 250
5. Steve Ellis	Hus 250
6. Don Mosley	Hus Open
7. Paul Hug	Suz 200
8. Larry Melvin	Hus Open
9. Bill Anderson	Bul 250
10. Gary Dempsey	Suz Open
11. Roger Johnson	Hus Open
12. Warren Edwards	Yam 250
13. Bob Graves	Hon 250
14. John Geelan	Hon 250
15. Stu Osborne	Yam Open
16. Dave Merklin	Yam 250
17. Mike Cunningham	Hus Open
18. Ed Dolder	Hus Open
19. Dick Mathers	Yam 250
20. Rick Jenkins	Pen 125
21. Carl Pruitt	Hus Old Timers
22. Harley Fisher	Hus 250
23. Marvin Ankele	Hon Open
24. Sam Cook	Hus Open
25. Darrel Nichols	Hon 250
26. Steve Thorton	Yam 250
27. Joe Parrell	Yam Open
28. Bob Knox	Yam Old Timers
29. Tim Strobel	Hus 250
30. Eric Sandstrom	Mon 250
31. Eric Forester	Hod 125
32. Ted Miller	Yam Open
33. Jim Skinner	Yam Open
34. Larry Mang	Oss 250
35. Tim Freese	Mai Open
36. Chuck Walker	Yam 250
37. Vern McCall	Yam 250
38. Gary Asquith	Yam 200
39. Doug Koffman	Pen 200
40. LeRoy Johnson	Hon 250
41. Bert Iler	Hus 250
42. Eugene Webster	Suz 200
43. Ted Bailey	Yam 250
44. Bob Barton	Hus Old Timers
45. A. Tom Jensen	BSA Open
46. Doug Seehaffer	Yam Open
47. Richard Elliott	DKW 125
48. Bill Ballister	Mai Open
49. Richard Thather	Hus 250
50. Ken Charters	Bul 250

CALENDAR

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters: check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CN CALENDAR, Box 498, Long Beach, CA 90801.

Wednesday, Nov. 21

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

November 21-25

CYCLEXPO
Los Angeles Convention Center. Info from 9777 Wilshire Blvd., Beverly Hills. Ca. 90212.

Thursday, Nov. 22

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30. Moved to Friday

Friday, Nov. 23

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

MOTOBALL
Motorcycle Soccer, Escape Country, Trabuco Cyn., CA. 714/586-7964.

REPUDIATION DAY
Good day to repudiate.

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping 208/375-6863 or 208/344-3041. CANCELLED

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

MOTOCROSS
Corona Rcwy., Corona, CA. All classes. Open 5, prac 6. race 7:30.

SCRAMBLES
Fremont Rcwy., Fremont, Ca. Gates open 3:30 p.m., race 5, race 6:30. Sil. rqd. 415/327-4461.

CRC NIGHT MX
Indian Dunes Park, Valencia, CA. Prac. 6:30 p.m., first race 8 p.m. 213/830-7519 or 714/688-1291 or 805/259-8000.

CMC OPEN TT & HALF-MILE
Ascot Park, 18300 Vermont, Gardena, Ca. 90247. 8:30 p.m. 213/321-1610 or 213/323-9710.

November 23-25

Y-AMA NATIONAL CHAMPIONSHIPS
Motocross. Arizona Desert Rcwys. 30 mi. SW of Phx. on Hwy 80, signed from Liberty, Az. Write for schedule, 1408 E. Granada, Phoenix, Az. 85506. 602/252-1900.

Saturday, Nov. 24

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-36 INDOOR SHORT TRACK
Orland Frgds., Orland, Ca. Prac. 6 p.m., race 8. Aragon MC. 415/454-5668.

SHORT TRACK & TT
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series

INDOOR SHORT TRACK
Benton Cnty. Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 pm, race 8 pm. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

CMA INDOOR FLAT TRACK
Surrey Frgds., Cloverdale, B.C. Canada. 125; 250; Mini; PP; OT. 604/321-1524.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

BARSTOW TO VEGAS
Hare & Hound. Limed 15 mi. E of Barstow, Cal. Mail entry closes 11-15. 2 SASE to San Gabriel Valley MC, 16217 Santa Bianca Dr., Hacienda Heights, Ca. 91745. 213/330-7756. They didn't say how much it cost.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

CRC NIGHT MX
O.C.I.R. Cancelled.

OLD TIMER'S MX SCHOOL
Indian Dunes, Valencia, CA. 9 a.m. to 3:30 p.m. $15. Russ Darnell instructing. Russ Darnell, 14851 Genoa St., Sylmar 91342. 213/367-1722.

November 24-25

PACIFIC CHAMP. TRIALS
Third round. Hollister Hills Park (Harris Ranch) Hollister, Ca. Sat. all classes but Ex., Sun Ex. only. Entry $4. P.I.T.S., 2771 El Camino Real, Redwood City, Ca.

Sunday, Nov. 25

INDOOR SHORT TRACK
San Jose Frgnds., San Jose, Ca. Sign 'til 6:30 p.m, prac 5:30, race 7. Sil., K. but. rqd. 415/327-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

CMC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Sign 6:30-8:30 a.m., race 9. Camping.

WINTER SCRAMBLES
Pioneer Arena, 9600 Pioneer, Oakdale, Ca. Sign 8 a.m., prac 9, race noon. Open trac. 209/869-1457.

D-28 MX
Grand Ronde Racing, Box 121, Grand Ronde, OR 97347. 503/879-2593.

D-28 MX
Hevetia, Or. Slow Spokes MC, Box 5025, Aloha, Or. 97005. 503/649-3541.

D-27 MOTOCROSS
Puyallup Rcwy. Park, Box 506, Kent, Wash. 98031. 206/631-1550.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643,

D-37 TT SCRAMBLES
395 CYCLE PARK, ADELANTO, CA. TT MC. Sign 8:30-9:30 a.m. 714/246-6109 or 714/245-1246.

CRA MOTOCROSS
De Anza Cycle Park, 6 mi. E of Sunnymead, Ca. on US 60, Theodore exit. No memb. Sign 7 am, race 9am. 714/849-8481.

MOTOCROSS
Fairgrounds, Phoenix, Arizona. All-pro series. Covered grandstands. Sunshine promotions, Inc., 38 W. Vernon, Phoenix, Az. 85003.

AFM ROAD RACE
Ontario Motor Spdwy., Ontario, Ca. Open 7 a.m., prac 8:30, new rider sign up closes 8:15 a.m. AFM-LA Chapter, 2039 Milan Ave., S. Pasadena, Ca. 91030. 714/675-2153.

100 MILE HARE SCRAMBLES
Hermiston, Oregon. Int. 80 N to Umatilla Army Ordance Depot Exit, follow signs. 11 a.m. start. Four 25 mile loops. Blue Mtn. MC. 503/922-3855.

D-36 MOTOCROSS
Argyll Cycle Park, Dixon, Cal. Sign 6:30, prac 8, race 9:30. 916/481-6560 24 hr.

COCA-COLA GRAND PRIX FLAT TRACK SERIES
Seattle Int. Rcwy. Scrambles Track, 4 mi E of Auburn off Hwy. 18. Open 9 a.m., prac 10, race 11. AMA sanctioned. NMA points. 206/631-1550

AME MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. Sil. rqd. Gates open 6:30, prac 8, race 9 a.m. AME, 13004 S. Washington, Hawthorne, Ca. 90250. 213/675-1922 M-F 1-6 p.m. See ad this section.

MOTOCROSS
Edwards AFB, Ca. Take Rosamond Blvd. in Rosamond, Ca., to Forbes Ave., L for 4 mi. Sign 8, prac 9, race 10. Desert Wheels MC. 805/258-4025.

AFM RR
Ontario Motor Spdwy., Ontario, Ca. Sign 'till 8:15 a.m., prac 8:30. AFM, 1810 Fair Oaks Ave., S. Pasadena, Ca. 91030.

D-36 BLUE PLATE MX
T-Car Spdwy., Carson City, Nev. Sign 6 a.m, race 9. 702/882-5030.

ITA TRIALS & SCHOOL
Saddleback Park, Irvine, Cal. Sign 9, school 10, comp. 12 noon. 714/639-6470.

BX
State Championship, Soledad Sands Park, Acton, CA. 10 a.m. 805/947-5151.

EUROPEAN SCRAMBLES
Rio Bravo Rcwy., Hwy. 178, 12 mi E of Bakersfield, CA. One hr., 5 mi loops, sil. First race 9 a.m. Box 6596, Bakersfield, CA 93306. 805/871-2450.

CRC MX
Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Old; PP; young. No membership required.

TRANS AMA MX
Carnegie Cycle Park, I-580 btwn. Livermore & Tracy, Cal. 415/447-9027 or 415/581-1256.

D-35 MOTOCROSS
Nas LeMoore, Ca. Big Valley MC, 248 Coronado, Nas LeMoore, Ca. 998-6127.

D-35 SCRAMBLES
Hwys. 65 & 190, Ca. Porterville Spinners, Box 1843, Porterville, Ca. 93275. 209/784-4564.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nev.

D-27 HARE & HOUND
14 mi N of White Salmon, Wa., Hwy. 14. Drifters MC, Box 1033, White Salmon, Wa. 98672. 493-2663.

DRAWING
For D-37 Enduro to be held Dec. 2. Cal. Camper Cushion Co., 4925 Santa Anita, Temple City, Ca. 91780. 8 p.m. 213/287-9871.

Tuesday, Nov. 27

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

FLAT TRACK
Owhyee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 p.m. Camping. 208/375-6863 or 208/344-3041. CANCELLED

Wednesday, Nov. 28

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

Thursday, Nov. 29

MOTOCROSS
Beg; Jr; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30. Moved to Friday

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, Ca. 90280. 100/125/175/250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

Friday, Nov. 30

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

SCRAMBLES
Fremont Rcwy., Fremont, Ca. Gates open 3:30 p.m., race 5, race 6:30. Sil. rqd. 415/327-4461.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

MOTOCROSS
Corona Rcwy., Corona, CA. All classes. Open 5, prac 6, race 7:30.

CRC NIGHT MX
Indian Dunes Park, Valencia, Ca. Prac 6:30 p.m., race 8. 213/830-7519 or 714/688-1291 or 805/259-8000.

ORANGE BOWL MX
Orange Cnty. Int. Rcwy., Irvine, Ca. Sign 'till 6:30, prac 6-7 p.m., race 7:30. New course. 714/544-6420 or 714/979-9233.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. 208/375-6863 or 208/344-3041. CANCELLED

MOTOCROSS
Canyon High School, Canyon Country, Ca. During lunch hour. This one is unique because it features Powder Puffers, including the beautifully famous Dolly Hayes. Info from Scott, 213/980-1143.

AMA PRO INDOOR SHORT TRACK
Cow Palace, San Francisco, Ca. $1200 purse. Prac 6 p.m., race 8:30 p.m. 415/334-4852.

Saturday, Dec. 1

SHORT TRACK & TT
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

INDOOR SHORT TRACK
San Jose Frgnds., San Jose, Ca. Sign 'til 6:30 p.m., prac. 5:30, race 7. Sil., K. but. rqd. 415/327-4461.

AMC FABULOUS FUN MX
Carlsbad Rcwy. 2 ft. trophies. Gate opens 7 a.m., sign 8, race 9. 714/870-5220.

CRC NIGHT MX
Orange Cnty. Int. Rcwy., Tustin, Ca. Prac 6-7, race 8 p.m. No memb. 714/688-1291 or 213/830-7519. CANCELLED

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 mi E of Riverside, Ca. on US 60, Theodore exit. Sign 7:30, race 9 a.m. 714/735-1301.

INDOOR SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386.

TT SCRAMBLES
Perris Rcwy., Perris, Ca. Sign 'till 7:30 p.m. Sil rqd. No member. Limited entry due to curfew. 714/657-3678.

BX POINT SERIES
Studebaker & 7th, Long Beach. Ca. Point series

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

REGULARLY SCHEDULED EVENTS

Attention Promoters!
For listing here send copy and check for 5 issues ($25.00) to Cycle News, Box 498 Long Beach, Ca. 90801
(213) 427-7433
Attn: Advertising Dept. Reg. Sched. Events. Deadline for copy & payment every Wed. 5 pm.

Every Fri. MX Sat. Short Track & TT

El Toro Speedway, Motocross all classes. Night time racing. Open at 5 p.m. Practice 6, race 7. Admission $1.50, 1st Entry $4.00, 2nd Entry $2.00. UNDER NEW MANAGEMENT. Off at El Toro off ramp, west on south side of fwy.

Every Sat.

Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with $10.00 post. Gate $2.00, Entry $4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Sat. Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50. Race $2. Camping Free. Sunday Practice $1 per bike, silencers required. (714) 826-2386.

1st & 3rd Sundays

Motocross, Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Limed. 8 am sign-up, 10 am race. 3rd Sunday 100% Payback to pro class riders, $10 entry. 33% Gold to Jr & Sr class. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, finishing for info: (714) 257-3315 or (714) 252-2070.

Reach Out Rialto MX

(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call: (714) 874-4422 or (714) 874-0743.

For Display advertising rates write or call.
(213) 427-7433
or 636-8844.

November 27, 1979 CYCLE NEWS

J. C. AGAJANIAN'S

Ascot

CMC - DOUBLE HEADERS

½ MILE & TT

NOVEMBER 23

½ Mile 250cc Cash, 5 lap main
½ Mile 200cc & Under Trophies, 3 lap main
TT 250 & 500 Combined Cash, 5 lap main
TT 125 and under Trophies, 3 lap main

$5.00 entry per class per rider
$3.50 pit pass (open to public)
$2.50 adults (Grand stands)
$1.00 children (Grand stands)

Any tires used for TT, Class C tires for ½ mile, CMC license required (available at pit gate for $2.00); $3,000 rider insurance.

5:00 Pits Open, 6:30 TT Practice, 7:00 ½ Mile Practice

18300 S. Vermont, Gardena, California

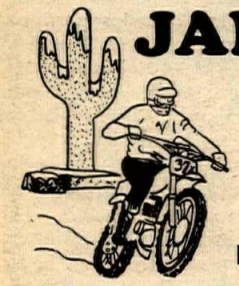
J.C. AGAJANIAN'S Ascot

SAVE $1.00

Clip this coupon from Cycle News and bring to box office for $1.00 discount on any adult admission at any Ascot CMC motorcycle event. Bring a friend and save $2.00. Offer expires Nov. 23

FROSTY CACTUS ENDURO

JANUARY 13, 1974



8:01 start

Limed from California City

Out-A-Sight Finisher Pins

Entry Fees Mail $7.50, Post $9.00

EASY FIRST LOOP for Mini's & Powder Puff
HARDER & FASTER 2nd LOOP

Win a Trip to Las Vegas

Free drawing to be held Sunday at noon (all official riding numbers eligible)
*FIRST PRIZE – A week for two in Las Vegas – Includes – Round trip air fare – Hotel – Champagne – Show & More
*SECOND PRIZE – Family trip to Disneyland
*More-PRIZES + PRIZES + PRIZES

SATURDAY NITE – GROUP CAMPFIRE – FREE Coffee, Hot Chocolate, Popcorn, Bench Racing – Lots of Fun!

SPECIAL ENTRY
for under 16 Mini's $3.00 mail or post
Must be under 16 & ride 80cc or less

UNITED RACING ASSOCIATION
6600 Gerald Ave.
Van Nuys, CA 91406
Info: (213) 988-2967
421-9179 787-5208

Keep those cards & letters coming

DECEMBER 1
CARLSBAD RACEWAY
2 FT. TROPHIES
to all 1st Place riders
110% PAYBACK TO EXPERTS
40% TROPHIES
AMC
3-20 minute motos
no membership required
gates open 7 a.m.
$5.00 Race, $10.. Experts
Info: 714-832-4555

DRA Desert Racing Assoc. Presents
EUROPEAN SCRAMBLES
Beg., Nov., Am.. Ex.
December 2
20% Trophies – Finisher Pins
DRA Points — Sign Up Sat. & Sun. a.m.
Start: Beg—45—1 hr
0-200 8 am, 250-up 9 am
Nov-1-1¼ hr 10 am
Am-Ex 1¼ hr 11:30 am
7 miles No. of Adelanto on 395, left side $50. to 1st Ex, $30 to 1st Am, $20 to 1st Nov.
S.C.A.T. Radio – 4/Wheel Ambulance, Catering, Photo's
714-373-4647

CALENDAR

DRAWING
For start positions for 1974 Mint 400 Desert Race to be held March 17-20, 1974. Mint Hotel, Race Hdqtrs., P.O. Box 2160, Las Vegas, Nevada 89101. 702/385-7440.

Sunday, Dec. 2

MOTOCROSS
Fairgrounds, Phoenix, Arizona. All-pro series. Covered grandstands. Sunshine promotions, Inc., 38 W. Vernon, Phoenix, Az. 85003.

D-31 MOTOCROSS
Arizona Desert Rcwys., 30 mi. SW of Phoenix on Hwy. 80, follow signs from Liberty, AZ. Start 8:30 a.m. Beg; Nov; Am; Ex; PP. Mini; OT, cash to Ex. $50 first place. Mail address 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

D-37 LAST CHANCE ENDURO
Limed from Hwys 395 & 58 (Four Corners, Ca). 2-100 mi loops. First minute 7:01 a.m. Sil. rqd. D-37 entry form, D-37 card, and 2 SASE to 8739 E. Faircrest, Rosemead, Ca. 91770. 213/287-9871.

TRANS AMA MX
Saddleback Park, Irvine, Ca. Prac 9 a.m., race noon. Watch, $6. 714/646-4455.

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

Y-AMA MOTOCROSS SERIES
West Capitol Rcwy., Sacramento, Ca. Minibikes and minicycles only. Sign 8:30-9:30 a.m., prac 9-10, race 10. Sacramento MC Riders Assn.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-27 SCRAMBLES
Graham, Wa. Tacoma MC, Box 293, Puyallup, Wa. 98371. 206/825-5842.

D-27 MOTOCROSS
Tenino Spdwy., 9 mi N of Centralia, Wa. Twin City MC, Route 2, Box 23A, Rochester, Wa. 98579. 206/273-5822.

D-27 MOTOCROSS
14 mi. N of White Salmon on Hwy 141. Drifters MC, Box 1033, White Salmon, Wa. 98672. 509/493-2663.

D-27 MOTOCROSS
Daroga Park, Wa. Apple Vly. Scramblers, Star Rt. Box 47, Orondo, Wa. 98843. 509/784-1737.

D-27 HARE & HOUND
Rainier, Wa. McHord Roadrunners MC, Box 44216, Tacoma, Wa. 98444. 206/537-6746.

D-38 HARE & HOUND
Imperial Cnty. Desert, Ca. El Cajon MC. 714/448-8718.

D-28 MOTOCROSS
Helvetia, Or. Slow Spokes MC, Box 5025, Aloha, Or. 503/649-3541.

B.A.R.F./CMC SEMI PRO MOTOCROSS
Argyll Park, Dixon, CA. 13 mi S of Dixon on Hwy 13. Open 6:30, prac 7:30, race 9 a.m. B.A.R.F., 3765 Washington Blvd., Fremont, CA 94538. 415/657-0751.

MOTOCROSS
Lake Dolores, 20 mi E of Barstow, Ca. Sign 7:30, race 9 a.m. Camping. Barstow MC. 714/257-3315 or 714/252-2070.

CRA MOTOCROSS
De Anza Cycle Park, 6 mi E of Sunnymead, Ca on US 60, Theodore exit. No memb. Sign 7 am, race 9 am. 714/849-8481.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643,

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Gate 7 a.m., sign 8, race 9. 714/870-5220.

AME MOTOCROSS
Spillway Cycle Park, Santa Maria, Ca. 805/937-4043 1-6 p.m. M-f. See ad this section.

D-28 MOTOCROSS
Portland Int. Rcwy., W. Delta Park, Wa. 503/223-3743.

CMC CAL-CROSS MX
Sunnyvale P.A.L. track, Hwy. 237 to N on Mathilda Ave., ½ mi. past Lockheed plant, Sunnyvale, Ca. Open 6:30 a.m., prac 7, race 9. P.O. Box 1348, Cupertino, Ca. 95014. 408/226-7265.

MARATHON
Fremont Rcwy., Fremont, Ca. 2 man, 2 hr. First race 9:30 a.m. 408/438-3210 or 415/327-4461.

MARATHON
San Joaquin Cnty. Frgnds., Stockton, Ca. Stockton Scramblers MC. First race 11 a.m. Rain or shine. Open traction. 209/463-0478.

MOTOCROSS
Fly-N-Rcwy., Thermal, Cal. From Indio take Hwy 86 S, left on Airport Blvd. 2 ft. brass. All classes, team race. 81375 Fuchsia, Indio, Ca. Sign 7 a.m., race 9. 714/347-3185.

CRC MX
Rawhide Cycle Park, Elsinore, Ca. Open 7 a.m., prac 8, race 9:30. 714/688-1291 or 213/830-7519. See ad this section.

TRA MX
Eugene, Oregon. TRA, 2810 Dahlia Ln., Eugene, Ore. 97402.

D-36 MOTOCROSS
McGill Cycle Park, 13200 White Rock Rd., Rancho Cordova, Ca. From Sacramento, take Hwy. 50 E to Prarie City Rd. exit, then S to White Rock Rd., then W to park. Open 6 a.m., first race 9 a.m. McGill-Durbin Promotions. 916/351-0271.

AME MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Cancelled due to Trans-AMA.

AMC MOTOCROSS
O.C.I.R. Cancelled due to Trans-AMA.

BCA MOTOCROSS
Indian Dunes Park, Valencia, Ca. Shadow Glen Course. 9 a.m. 805/259-8000.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Mini Meadows course. 9:30 a.m. 805/259-8000.

ACA ROAD RACE
Riverside Rcwy., Riverside, Ca. Get there by 9 a.m. and you'll be OK.

MOTOCROSS
Rio Bravo Rcwy., Hwy 178, 12 mi E of Bakersfield, CA. Sign 7 a.m., race 9. $500 Ex. purse. Sil. rqd. Box 6596, Bakersfield, CA 93306. 805/871-2450.

DRA EUROPEAN SCRAMBLES
Adelanto, CA. $50. 1st Ex., $30 1st. Am., $20 1st Nov. Usual good stuff. First start 8 a.m. 714/373-4647. See ad this section.

D-38 COYOTE CHASE
Holtville, CA. Main Drag, Holtville, to Bridenstein Rd., follow arrows. 9:30 start. Helmet cards. El Cajon MC. 14th annual Coyote Chase. 714/271-7020 or 714/263-1518.

Tuesday, Dec. 4

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

Thursday, Dec. 6

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, Ca. 90280. 100/125/175/250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

Friday, Dec. 7

D-36 INDOOR SHORT TRACK
San Jose Frgnds., open 4:30, prac 5:30, race 7 p.m. 415/327-4461.

CRC NIGHT MX
Indian Dunes Park, Valencia, Ca. Prac 6:30 p.m., race 8 p.m. 213/830-7519 or 714/688-1291 or 805/259-8000.

CMC MX
Irwindale Rcwy., Irwindale, Calif. Sign by 6:30 p.m., race 7:30. CMC only.

ORANGE BOWL MX
Orange Cnty. Int. Rcwy., Irvine, Ca. Sign 'till 6:30, prac 6-7 p.m., race 7:30. New course. 714/544-6420 or 714/979-9233.

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

D-36 SHORT TRACK
Santa Clara Cnty. Frgds., San Jose, Ca. Spdwy. Ent., 14 Camp Evers, Scotts Valley, Ca. 95066.

Saturday, Dec. 8

AMA PRO INDOOR SHORT TRACK
Cow Palace, San Francisco, Ca. $1200 purse. Prac 6 p.m., race 8:30 p.m. 415/334-4852.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 mi E of Riverside, Ca. on US 60, Theodore exit. Sign 7:30, race 9 a.m. 714/735-1301.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386.

TT SCRAMBLES
Perris Rcwy., Perris, Ca. Sign 'till 7:30 p.m. Sil rqd. No member. Limited entry due to curfew. 714/657-3678.

BX POINT SERIES
Studebaker & 7th, Long Beach. Ca.

AMC FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Ca. Gate opens 7 a.m., sign 8, race 9. 714/870-5220.

SHORT TRACK & TT
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

SUPER FUN MX
Saddleback Park, Irvine, Ca. Gate opens 7:30 a.m. 714/557-9243.

PALM SPRINGS 200
Last point race of 1973 for Coordinating Council of Off Road Race Directors. Palm Springs Dunes Buggy Assn., P.O. Box 931, Palm Springs, Ca. 92262.

CMA INDOOR FLAT TRACK
Surrey Frgds., Cloverdale, B.C. Canada. 125; 250; Mini; PP; OT. 604/321-1524.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

HILLCLIMB
Rio Bravo Rcwy., Hwy 178, 12 mi E of Bakersfield, CA. Sign 8 a.m., race 9. Lotsa divisions. Sil. Rqd. $100 purse. Box 6596, Bakersfield, CA 93306. 805/871-2450.

Sunday, Dec. 9

MOTOCROSS
Baymre Rcwy., Somis, CA. Open 6:30 a.m., race 8 a.m. 213/434-1816.

ACA ROAD RACE
Riverside Rcwy., Riverside, Ca. Get there by 9 a.m. and you'll be OK.

CMC CAL-CROSS MX
Sunnyvale P.A.L. track, Hwy. 237 to N on Mathilda Ave., ½ mi. past Lockheed plant, Sunnyvale, Ca. Open 6:30 a.m., prac 7, race 9. P.O. Box 1348, Cupertino, Ca. 95014. 408/226-7265.

CALENDAR

AME MX CHAMPIONSHIPS
Indian Dunes Park, Valencia, Ca. Open 6:30 a.m., prac 8, race 9. Sil., 3 plates rqd. 213/675-1922. See as this section.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Gate 7 a.m., sign 8, race 9. 714/870-5220.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546.

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

D-36 MOTOCROSS
6 mi E of Corning, Ca., on Corning Paskenta Rd. Sign 7 a.m., prac 10, race 11. Sil., K. But., 3 plates. 824-5674 or 824-3851. Rain could cancel, so call to be sure.

EL TRIAL DE ESPANA
4th Annual, by ATA. Escape Country. Trabuco Cyn., Ca. Sign 8 a.m., ride 9:30. No memb. All classes. Free bike drawing, 3 bikes to entrants.

D-37 HARE SCRAMBLES
Red Mt., Ca. Limed from Trona Rd. & 395. Sil. rqd. $4.50. 10 a.m. Am/Ex, 10:30 a.m. Nov. Hilltoppers MC.

NMA MINIS
Saddleback Park, Orange, Ca. Sign 8:30-9:30 a.m., race 10. Trophy dashes too.

D-36 WINTER SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal. Sign 8 am, prac 9, race noon. Open trac. 209/869-1457.

CRC SANTA CLAUS ENDURO
Lucerne Valley, Ca. 100% brass. A, B & C riders. Send $8.50 plus 2 legal SASE to: CRC, 6625 Dorinda, Riverside, Ca. 92503. 714/688-1291. See ad this section.

CMC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Sign 6:30-8:30 a.m., race 9. Camping.

D-27 MX
Puyallup Rcwy. Park., Puyallup, WA. Puyallup Rcwy. MC, Box 506, Kent. Wa. 98031. 206/631-1550.

D-27 SCRAMBLES
Jolly Rogers MC grounds, S. 216th & Military Rd., Kent, Wa. Greater Seattle MC, 3719 S. Angeline, Apt. 4, Seattle, Wa. 98118. 206/723-0964.

D-36 SCRAMBLES
Crazy Horse Cyn. and Hwy 101. Salinas Ramblers MC. 408/449-6826.

D-35 MOTOCROSS
Lake Madera, Ca. Explorer Post 305, 1832 Paul, Madera, Ca. 93637. 209/674-4042.

D-35 HARE SCRAMBLES
Bakersfield, Ca. Cycliers, 2121 Sherwood Ct., Bakersfield, Ca. 92204. 805/399-1496.

D-28 MOTOCROSS
Grand Ronde, Or. 503/879-2593.

MOTOCROSS
Fairgrounds, Phoenix, Arizona. All-pro series. Covered grandstands. Sunshine promotions, Inc., 38 W. Vernon, Phoenix, Az. 85003.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-36 HARE SCRAMBLES
Plymouth, Ca. Rain or shine. Dirt Diggers North MC, Box 338, Orangevale, Ca. 916/783-5676 after 7 p.m., or 916/652-7800. Assigned helmet numbers.

B.A.R.F./CMC SEMI PRO MOTOCROSS
Carnegie Cycle Park, Livermore, CA. Int. Course. Open 6:30 a.m., prac 7:30, race 9. B.A.R.F., 3765 Washington Blvd., Fremont, CA 94538. 415/657-0751.

D-37 MOTOCROSS
Rawhide Park, Elsinore, CA. Gripsters MC. Two 25 min motos per class. Sign 7:30-8:30 a.m., prac 8-9, race 9:15. Camping.

BX
Soledad Sands Park, Acton, CA. Open 7:30, race 10 a.m. 805/947-5151.

D-36 MOTOCROSS
Argyll Cycle Park, Dixon, Cal. Sign 6:30, prac 8, race 9:30. 916/481-6560 24 hr.

D-28 MOTOCROSS
Helvetia, Ore. Slow Spokes MC, Box 5025, Aloha, Ore. 503/649-3541.

Tuesday, Dec. 11

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

Thursday, Dec. 13

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

Friday, Dec. 14

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

CRC NIGHT MX
Indian Dunes Park, Valencia, Ca. Prac 6:30 p.m., race 8 p.m. 213/830-7519 or 714/688-1291 or 805/259-8000.

CMC MX
Irwindale Rcwy., Irwindale, Calif. Sign by 6:30 p.m., race 7:30. CMC only.

ORANGE BOWL MX
Orange Cnty. Int. Rcwy., Irvine, Ca. Sign 'till 6:30, prac 6-7 p.m., race 7:30. New course. 714/544-6420 or 714/979-9233.

Saturday, Dec. 15

AME MOTOCROSS
Indian Dunes Park, Valencia, Ca. Shadow Glen course. 9:30 a.m. 213/675-1922 M-F 1-6 p.m. See as this section.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

INDOOR SHORT TRACK
Benton Cnty., Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 p.m., race 8 p.m. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

AMA PRO INDOOR SHORT TRACK
Cow Palace, San Francisco, Ca. $1200 purse. Prac 6 p.m., race 8:30 p.m. 415/334-4852.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 mi E of Riverside, Ca. on US 60, Theodore exit. Sign 7:30, race 9 a.m. 714/735-1301.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386.

TT SCRAMBLES
Perris Rcwy., Perris, Ca. Sign 'till 7:30 p.m. Sil rqd. No member. Limited entry due to curfew. 714/657-3678.

AMC FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Ca. Gate opens 7 a.m., sign 8, race 9. 714/870-5220.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca.

SHORT TRACK & TT
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

SUPER FUN MX
Saddleback Park, Irvine, Ca. Gate opens 7:30 a.m. 714/557-9243.

December 15-16

NLL DUAL MEET
Team Scrambles Sat., Family Enduro Sun. Team Scrambles 80 mi., Family Enduro 2-30 mi loops. Take 395 12 mi. N of Red Mtn., E on Trona Rd. 714/737-4337. See ad this section.

M.O.R.E. BENEFIT POKER RUN
Ensenada, Mexico. M.O.R.E. San Diego, Box 92, San Diego, CA 92115.

Sunday, Dec. 16

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Gate 7 a.m., sign 8, race 9. 714/870-5220.

CMC MOTOCROSS
Saddleback Park, Irvine, Ca. Prac 7:30, race 9 a.m.

NRA MOTOCROSS
Indian Dunes Park, Valencia, Ca. Shadow Glen course. 9:30 a.m. 805/259-8000.

AFM ROAD RACE
Ontario Motor Spdwy., Ontario, Ca. Open 7 a.m., prac 8:30, new rider sign up closes 8:15. AFM-LA Chapter, 2039 Milan Ave., S. Pasadena, Ca. 91030. 714/675-2153.

MOTOCROSS
Altamont Spdwy., btwn. Livermore and Tracy, Ca., Hwy 580 to Grantline Rd. Prac 7:30 to 8:30, first race 9 a.m. No memb. Paved pits, flush restrooms. 150% Ex. p.b., 30% brass. Norcal MX, Box 3181, Hayward, Ca. 94545. 415/276-4152 or 415/886-5182.

CRC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Open 7 a.m., prac 8, race 9:30. 714/688-1291 or 213/830-7519. See ad this section.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Mini Meadows track. 9:30 a.m. 805/259-8000.

MOTOCROSS RACES
EVERY SUNDAY FROM 9 AM
SPECTATORS: ADULTS $2 CHILDREN $1
MUNTZ MOTORCYCLE PARK
"THE GREAT AMERICAN FAMILY MOTORCYCLE RIDING PARK"
FILLMORE FRWY. AT TIERRA REJADA ROAD IN MOORPARK
VENTURA FRWY. WEST TO FILLMORE FRWY. (HWY 23) NORTH TO TIERRA REJADA ROAD EXIT, TURN RIGHT TO PARK
INFORMATION CALL (805) 529-9546

CRC california racing club
membership not required
Motocross
40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open – 7:00, Practice – 8:00, 1st Race – 9:30.
Fun For The Whole Family
NOVEMBER 25 – INDIAN DUNES
DECEMBER 2 – RAWHIDE
DECEMBER 9 – MUNTZ
DECEMBER 16 – CARLSBAD
BEGINNERS – NOVICE – INTERMEDIATE – EXPERT – MINI – POWDER PUFF
SCHOOL BOY CLASS (under 16 yrs old) – OLDTIMERS
(714) 688 1291 (213) 830-7519

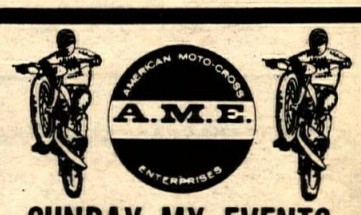
ENDURO
SANTA CLAUS ENDURO
DECEMBER 9
LUCERNE VALLEY
A Family Enduro
100% TROPHIES
TOP 10% Each Class
Receives Super 30" Trophies
All Family type teams, A, B & C riders
1st loop easy – 2nd loop challenging
Add $1.00 for 3 man team
Send $8.50 plus 2 legal SASE to:
CRC, 6625 Dorinda
Riverside, Calif. 92503
$10 Post Entry
No Membership Required
CRC 714-688-1291

CRC california racing club
membership not required
FRIDAY NIGHT MOTOCROSS INDIAN DUNES
Results after each moto
20% Trophies same night
Longer motos. Practice 6:30
1st Race 8
Cash Payback to Experts
CRC 213 830-7519 714 688-1291 805 259-8000

HELP IN THE DESERT
course and layout crew wanted
714-688-1291

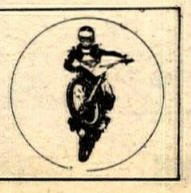
NOISE: The sound that kills the sight.

ORANGE COUNTY INTERNATIONAL RACEWAY ANNOUNCES
Orange BOWL of MOTOCROSS
"EVERY" FRIDAY NIGHT
$6.00 + $1.00 GATE, ENTRY FEE-ENTRIES BOUGHT AT TRACK, NIGHT NIGHT OF EVENT
EXPERTS $10.00 + 1.00
4:30 PIT GATE OPEN
6:30 SIGN-UP CLOSES
6:30 SPECTATOR GATES OPEN
6-7 PRACTICE
7:30 FIRST JR RACE
$3.00 Adults $1.00 8-12 Years
INCLUDES PIT PASS
100% PAYBACK TO EXPERTS
Beg-Nov-Jr-Int-Sr-Ex-Old Timers-Minis
NO MEMBERSHIP REQUIRED
INFO: 714-544-6420 or 979-9233



SUNDAY MX EVENTS
Beginners, Juniors, Intermediates, Seniors PLUS
Minicycle, Old Timers, and Powder Puff
Schedule of Coming Events
November
25- Muntz
December
2 – Carlsbad No Race
9 – Indian Dunes
16 – Rawhide
SILENCERS REQUIRED. Sportsman classes $5. mail, $10 post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.
SATURDAY INDIAN DUNES
Silencers Required. Sportsman $5.00 mail, $7.00 Post. Senior $10.00 main, $12.00 Post. Sign-up 7:30 – 10:-- a.m. Practice 9 a.m. 1st Race 10 a.m., Mail Entries to 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Mon-Fri. 1-6 p.m. STARTS DEC. 22
1974 memberships available now!

NLL presents
DUAL MEET
*noon, Sat, Dec. 15
TEAM SCRAMBLES
You & a friend, alternate laps
Approx. 80 miles, 15 mile laps
$7.00 post, Grand Prix Finish
*Sun, Dec. 16
FAMILY ENDURO
approx 2-30 mile loops
Mini-P.P.-1 loop only-100% Trophies
$7.00 mail-$8.00 post
Mail deadline Dec. 10, send 2 SASE
All Classes plus Special Classes
12 miles past Red Mtn., north on 395, East on Trona Rd.
20% Trophies and Finisher Pins
Beg – Nov – Ex – under 16 – +35
NLL 3212 Melanie, Norco, Ca 91760
Info: 714-737-4337

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS


AMC
RACE SCHEDULE
Nov. 25 – Saddleback
Dec. 1 – Carlsbad
Dec. 2 – OC No Race
Dec. 9 – Saddleback
INFO. 714-832-4555

MIKE PLUNKETT
PRESENTS
BAYMARE
THE NEW BAYMARE IS BETTER THAN SHE EVER WAS!

Guaranteed track satisfaction or your money back

Reopening for weekly MX action
DEC. 9th

NEW 120 FT. STARTING GATE, MAJESTIC TROPHY BRIDGE

Home of the 1974 Yamaha G.P.

NO MEMBERSHIP REQUIRED 30% Trophies

ALL CLASSES: BEG. NOV. INT. 1st. Pl. 36"
$6.00 MAIL $8.00 POST 2nd. Pl. 26"
GATES OPEN 6:30 PRATICE 7:00 3rd. Pl. 22"
RACE 8:00 -- INT. & EXP. SIGN-IN LAST 12"
& PRATICE 12:00 RACE AT 1:00
EXP. $10.00 MAIL $15.00 POST
100% PAYBACK TO EXP. PLUS PERCENTAGE OF GATE
ENTRY OPEN TILL FRI. EACH WEEK
MAIL ENTRY TO: BAYMARE RACING ASS. 5604 E. 2nd. ST. LONG BEACH, CALIF. 90805 FOR INFO.
CALL (213) 4341816 MIKE PLUNKETT 10-5 P.M.
"CITY CYCLE CENTER PICO RIVERA, CA."
"MAJESTIC TROPHIES ONTARIO, CALIF."

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

AMC - MX
at CARLSBAD
Every Saturday
3-20 Min motos
no membership
info 714-832-4555

CALENDAR

Y-AMA MOTOCROSS SERIES
West Capitol Rcwy., Sacramento, Ca. Minibikes and minicycles only. Sign 8:30-9:30 a.m., prac 9-10, race 10. Sacramento MC Riders Assn.

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

MOTOCROSS
Lake Dolores, 20 mi E of Barstow, Ca. Sign 7:30, race 9 a.m. Camping. Barstow MC. 714/257-3315 or 714/252-2070.

MOTOCROSS
Rialto Reach Out MX, Rialto, Ca. Jr., Ex. 714/874-4422 or 714/874-0743.

CRC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. No memb. All classes. 714/688-1291.

AFM ROAD RACE
Ontario Motor Spdwy., Ontario, Ca. AFM, Rm. 303, 1810 S. Fairoaks, S. Pasadena, Ca. 91030. 213/799-3237.

MOTOCROSS
Santa Clara PAL Center, Lafayette & Hwy 237. Santa Clara, Ca. Dirt Riders Assoc. Sil. rqd. 262-0387.

TT SCRAMBLES
De Anza Cycle Park, Sunnymead, Ca. Sign 8:30-10 a.m, prac 9:30, race 10:30. Sil. rqd. By TJE. Classes for everyone.

CRRA MOTOCROSS
Yuma Cycle Park, 1 mi E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

ITA TRIALS & SCHOOL
Escape Country, Trabuco Canyon, Ca. Sign 9 a.m., school 10, comp. 12 noon. 714/639-6470.

D-38 MX
Poway, Calif. Lions MC. 714/222-1058.

D-28 HARE & HOUND
Lees Camp, near Tillamook, Or. Lobos, 13996 S. Forsythe Rd., Oregon City, Or. 97545. 503/656-5801.

D-35 MOTOCROSS
Nas Lemore, Ca. Big Valley MC, 248 Coronado, Nas Lemore, Ca. 93245. 988-6127.

D-28 MOTOCROSS
Portland Int. Rcwy., W. Delta Park, Wa. 503/223-3743.

MOTOCROSS
Altamont Spdwy., Hwy 580 to Grantline Rd., btwn Livermore and Tracy, CA. New course. Open 6:30 a.m., prac 7-8:30, race 9. NORCAL MX, Box 3181, Hayward, CA. 415/276-4152.

Monday, Dec. 17

NUTS DAY
Bastogne, Belgium.

Thursday, Dec. 20

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, Ca. 90280. 100/125/175/250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

Friday, Dec. 21

NIGHT MX
El Toro Spdwy., San Diego Frwy. to El Toro Rd., R on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7 p.m. 714/534-9323.

CRC NIGHT MX
Indian Dunes Park, Valencia, Ca. Prac 6:30 p.m., race 8 p.m. 213/830-7519 or 714/688-1291 or 805/259-8000.

CMC MX
Irwindale Rcwy., Irwindale, Calif. Sign by 6:30 p.m., race 7:30. CMC only.

ORANGE BOWL MX
Orange Cnty. Int. Rcwy., Irvine, Ca. Sign 'till 6:30, prac 6-7 p.m., race 7:30. New course. 714/544-6420 or 714/979-9233.

Saturday, Dec. 22

AME MOTOCROSS
Indian Dunes Park, Valencia, Ca. International course. 9:30 a.m. 213/675-1922 M-F 1-6 p.m. See ad this section.

AMA PRO INDOOR SHORT TRACK
Cow Palace, San Francisco, Ca. $1200 purse. Prac 6 p.m., race 8:30 p.m. 415/334-4852.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 mi E of Riverside, Ca. on US 60, Theodore exit. Sign 7:30, race 9 a.m. 714/735-1301.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Ca. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386.

TT SCRAMBLES
Perris Rcwy., Perris, Ca. Sign 'till 7:30 p.m. Sil rqd. No member. Limited entry due to curfew. 714/657-3678.

AMC FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Ca. Gate opens 7 a.m., sign 8, race 9. 714/870-5220.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series determines 1974 numbers. Winners get bikes, tires, etc. Prac 11 a.m., race 12 noon. 60 cents entry. 30% brass. 213/597-0478 (ask for Scott)

SUPER FUN MX
Saddleback Park, Irvine, Ca. Gate opens 7:30 a.m. 714/557-9243.

Sunday, Dec. 23

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546.

BX
Soledad Sands Park, Acton, CA. Open 7:30, race 10 a.m. 805/947-5151.

CRC GRAND PRIX
Indian Dunes Park, Valencia, Ca. 9 a.m.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643,

CMC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Sign 6:30-8:30 a.m., race 9. Camping.

Tuesday, Dec. 25

GIVE ME PRESENTS DAY
A good day to send gifts and money to Irving in thanks for this fine Calendar section he gives you each week.

Trans-AMA Motocross

11-25 Livermore, CA
12-2 Irvine, CA

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Irving says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

WANT ADS

Wanted: Someone To Take Over Payments
on 1973 Yamaha 175cc. Never raced, perfect cond. Call Mike (213) 438-1514 after 5 p.m. (36/TFN)

Job Wanted
Experienced salesman looking for full time position in motorcycle-oriented company. Mornings and evenings (213) 545-0790, ask for Mark. (43/TFN)

250 Husky Reed Valve
Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

E — C POLISHING and PLATING. Aluminum, steel, brass. Call (213) 630-5639. (38/TFN)

Free Sample Copies East-Dixie & Central
Now 2 free samples for the postage of one! Read all about it back East, down South, and from the rockies to the gulf in Central. Send 50¢ in coin or stamps, with your address to Cycle News, P.O. Box 498, Long Beach, Ca. 90801. Get latest East-Dixie & Central editions by return mail. (TFN)

IMMEDIATE OPENINGS FOR PARTSMAN AND SALESMAN. MUST BE EXPERIENCED. SALESMAN IS COMMISSIONED, PARTSMAN WORKING WITH KAWASAKI, JAWA, CZ, AND NORTON. LOCATED IN SOUTH BAY AREA. (213) 772-1647, ASK FOR JOE OR CHUCK. (TFN)

1912 Indian Catalog
Authentic, quality reproduction. 24 pages, over 30 illustrations spanning 6-model range. Collector's item! $3 postpaid. BAGNALL PUBLISHING CO., Dept. A, Box 507, Lake Arrowhead, Calif. 92352. (TFN)

Partsman and Parts Girl
Excellent opportunity to learn M/C parts and accessory sales. Like motorcycling, here's your chance. Drop in for interview. Harley-Davidson-Yamaha, Los Angeles, 2531 S. Main St., Los Angeles, Ca. 90007, or/write us. (44/TFN)

Moto Guzzi
SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

Alaska Calls
A chance to visit the Great Land, and pay for it by working during our motorcycle season. Qualified HONDA orientated personnel that wish to work during our Alaskan summers. Send a resume to Honda of Anchorage, 1118 E. 5th Ave., Anchorage, Alaska 99501. (44/4x/E.O.I)

$187.50 New Trailers $187.50
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 lbs. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Ave., No. Hollywood, Calif. (22/TFN-E.O.I.)

New Roadracers For Sale
Brand new 350 Yamaha, water cooled. New 250 TD3 roadracers. Used 250 TD3 roadracers, used 250 TD2 roadracers, used 350 TR2 roadracers, used 350 TR3 roadracers. Many spare parts, new & used. Spare 250 engines. Spare 350 engines. Plenty of spare roadrace tires. Krober ignitions, 2—250 half-milers, 1—200 Yamaha production, 1—250 Suzuki production, 1—250 Yamaha production, Daytona seats. Call 8:30 to 5:00 (714) 465-9700 Dave Evans. (TFN)

Wanted: Yamaha Men
Experienced mechanic & partsman, for Yamaha dealership. (213) 635-8058. (44/3x)

Need Pipe Builders
Guaranteed salary plus commission. Experienced only. E.C. Birt, Precision Cycle (213) 370-8822. (44/TFN)

'71 YAMAHA MINI-ENDURO. Daughter quit. Excellent condition. Many performance improvement extras. $175. (213) 894-0079. (46)

Cylinder Head By Branch
Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

New Husqvarnas & Pentons
in stock now. Valerian's Two Cycle City, Ltd., 10673 W. Pico Blvd., Los Angeles, Ca. 90064. (213) 475-4541. (TFN)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

4-Wheeled Green Meanie
'71 Ford Torino GT — low mileage (19,500), 429 c/in engine, auto/air, power, AM/FM radio, trick shocks, 5 near new tires, disc brakes, trailer hitch, green paint — black interior. A real buy at $2200 — owned by an "over the hill Powder Puffer". Call (213) 598-4173 or (714) 892-8206. (41/FTN)

Business Opportunity
Motorcycle service shop — Southern California — w/Dyno — $100,000 stock — sell for $40,000 — $25,000 gets you in. Will train if you are seeking a new occupation. Write Cycle News, P.O. Box 498-DJ, Long Beach, California 90801. (44/4x)

Clews (CCM) New
500cc, 220 lb., 4-stroke, MX motorcycle, handling, power, reliability, $1695. (805) 769-8809. (45/2x)

Now Open For Business
Milligan's Motorcycles, 5630 Atlantic Blvd., Maywood, Calif. Large inventory, BSA parts, also Triumph, Suzuki and Moto Guzzi available. Ph. (213) 773-7569. (44/2x)

Honda Mini Bike Z50A
Purchased last week but kid is too small, ORV sticker. (213) 355-9379. (45/2x)

Kawasaki Bighorn Roadracer
for sale. Complete with trick crank, rod, primary gears, and transmission. Has a Krober ignition and tach. Ceriani forks, H1R brake and works-type fairing with factory colors. Call eves. (213) 823-3375, Bruce Hammer. (45/2x)

400 Husky
Desert ready by Malcolm, 3 gal. alloy tank, 5" Curnutts, new D.I.D. rear rim and tire, excellent condition, $895.00. (714) 998-4836. (45/2x)

'74 — 250cc Husqvarna CR M-Xer
BRAN-NEW, extra goodies — ridden 1 times/less than 2 hr. on engine. Broken elbow — MUST SELL. Best offer. (213) 427-8611 or 572-7173, So. San Gabriel, after 5 p.m. (45/TFN)

Pacific Customs Plastic Tanks
Was $49.95, SALE price $28.95 at PJ's. Any size or color. Call (213) 545-0051. (TFN)

1972 Suzuki MX
400 TM MX, many extras, never raced, better than new, must see. Stored for 16 months, make offer or $600.00. Joe (213) 448-7077. (45/4x)

Aragon Cycle Trailers
1-6 bikes — kits from $119.95. Guns & antiques in trade. (213) 359-4597. (TFN)

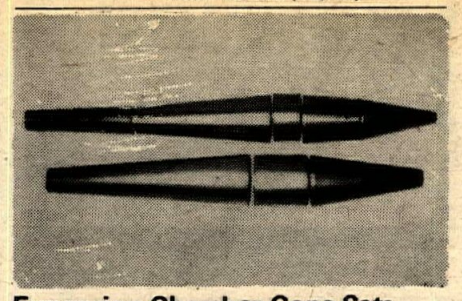
Harley-Davidson Baja Owners
Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

NEW '72, 400cc CZ, HAVE A FEW LEFT. SHIP ANYWHERE IN THE UNITED STATES, $1099. (213) 772-1647. (TFN)

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX N, MOJAVE, CA. 93501. PHONE (805) 824-4541. (TFN)

2½ HARLEY Hummers — $50. (213) 397-7800. (46)

3 Bikes For Sale, Cheap!
School boys have to sell : SL 100 Honda, $200 (dirt). 2 Yamaha 125 MX's, $300.00 and $275.00. No reasonable offer refused. Call for further info (213) 327-2596 after school. Ask for Tim or Tom. (45/4x)



Expansion Chamber Cone Sets
20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

Bultaco
Guy Louis Motorcycles, 1118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1358. (TFN)

'72 CZ — '70 Ossa
CZ has everything, Femsa, Mikuni, Sunburst all glass, etc., $795.00. Ossa completely rebuilt w/Husky seat, Curnutts, Odometer, skid plate, $395.00. (415) 865-1450. (46)

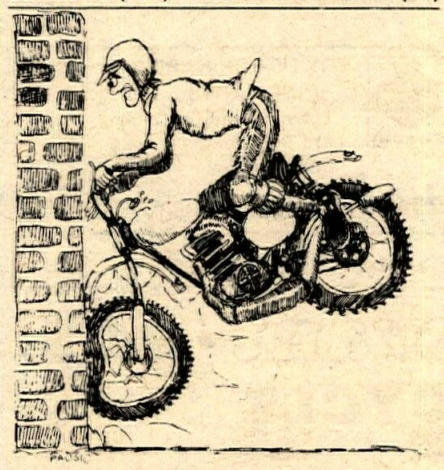
'72 YAM. 100cc, excellent condition, 500 miles, $385 firm. (213) 780-9432 or 842-8723. (46)

Good Girl Needs Good Job
Looking for stable secretarial or Girl Friday job in motorcycle industry. 5 years experience in both. Will commute to L.A. Co. Ask for Squeeky (714) 827-4262 or (714) 956-3288. (46/2x)

Mechanic Harley-Davidson
Experienced H-D mechanic opening. Excellent pay and benefits for the right man. See or call Ed Russell, service manager, Harley-Davidson, Los Angeles, 2531 South Main Street, Los Angeles, Ca. (213) 749-6235. (46/TFN)

Jawa Speedway Bike
Race ready, cleanest in speedway, all chrome, perfect cond. Try it, you'll like it. After 4:30 (714) 638-9713. (46)

'73 Yamaha 250 MX
Hardly ridden, original equipment, leaving country. Must sell, $750 or best offer. San Bernardino (714) 864-1745 or 887-2878. (46)



360 Tohatsu, Preston Petty's
former works bike, only ridden once. When a bike is advertised with Preston Petty fenders on it you know that at LEAST the fenders are in good shape. It also indicates the owner's pride and care of his machine. He didn't put just plastic fenders on his bike, he put on PRESTON PETTY's, the BEST fenders he could buy. PRESTON PETTY PRODUCTS, Newberg, Oregon. (46)

'70 Bultaco 250 Pursang
Only $250.00. (213) 346-7920. (46)

Suzuki — '71 — 400 MX — $550
Super clean, still looks new, has original tires. Located in West S.F. Valley. See to appreciate. After noon (213) 882-0129. (46)

Hodaka For Street?
Why not! 1966 frame, 1970 rebuilt 100cc engine. Glass T.T. seat, Akront, Mavricks, chrome down pipe, seventy M.P.H. gearing, new tires, completely street legal. (714) 995-5550. (46)

'70¾ Husky 360 Cross
New Valerian's Mikuni kit, skid plate, Husky plastic fenders, new chain, sprockets, brakes & cables. Seat re-done, Honda seals, clean! $685.00 — Injury forces sale. (213) 597-6721. (46)

WANTED: Old style Hodaka forks, 90cc hi compression head. Call (213) 448-6530. (46)

1972 YAMAHA 100cc enduro, street equipped, $199/offer. (213) 323-5972. (46)

'73½ Penton 125
Excellent condition, many extras. Call any time (213) 931-4469 or 931-3303. (46/2x)

YAMAHA 125 — dirt bike, $245.00. Honda Mini-Trail, $85.00. (714) 646-4924. (46)

Yamaha YZ 250
Super trick, Konis, Trelleborg, & K&N bars. $1495 or best offer. (714) 442-9395. (46)

Turkey Sale
Jawa 350 and side car demo, $995.00. CZ 175 trial, $450.00. (2) 400 Suzukis, $550.00 each. House of Honda, 49th and El Cajon, San Diego, Ca. (714) 286-3488. (45/3x)

1972 PURSANG 250cc, mint cond., many xtras, best offer. (213) 861-5896. (44/4x)

Husky — Yamaha
Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

1971 Kawasaki 175 Enduro
Set-up for motocross. 21" front wheel, high compression head, ported, compression release, MX bars, PP fenders, Betor MX shocks, low chamber, custom paint. Plus all stock equipment, excellent condition, $425.00. (714) 337-5169. (45/3x)

'70 FORD ¾ TON SUPER VAN 302, automatic trans., excellent condition, 20,000 miles, $2400. (213) 679-2800. (45/2x)

SELL OR TRADE: Suzuki TM-250 MX, perfect cond. (213) 634-3609. (45/2x)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

'72½, 250 Husqvarna CR
Up & down pipes, Honda seals, etc. Fast & reliable, $750. (213) 772-5046. (42/5x)

'73½ Montesa Cota 247
Mint cond., 200 mi., Dunlop 2 plys, Filtron, spark arrester, latest model shift on left. Runs perfect, $650.00. (805) 962-0506. (46)

Champion Frame
for 250 or 360 Yamaha, nickel plated, Betor front end also. All for $500.00. Ask for Kelly (415) 892-5906. (46)

RIDING ACCESSORIES. 28" & 32" leathers, $25 ea., size 8 & 12 Viking boots, $15 ea., new lace-ups, sz. 11, $12, Champion Full coverage, med., $25. All in good shape, just outgrown. (213) 894-0079. (46)

1973½ Monark 125
Ported, milled head, 28mm carb., custom downpipe, new beefed swingarm, Girlings, Pettys, bars, grips — much more, showroom floor condition, must see to appreciate, $700. (213) 442-6328. (45/3x)

Mechanic Wanted
for Yamaha. Only work on a guarantee, no winter slump. Ask for Jim Pierce, Scag Yamaha in Fullerton. (714) 871-8051. (39/TFN)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

Sooper CZ
'72, 250, ported, ultra trick. Ridden only twice. Excellent condition. $850 or offer. (213) 997-1399. (46/2x)

360 YAMAHA MX, 1972 — Koni shocks, good condition, $775.00. (714) 549-1255. (46)

'71 Rickman Montesa
250, 5-speed, very good cond. (714) 830-4425. (46)

'73 Husky 125 C.R.
Going to 250 class, sell, $550.00 or trade for 250 Husky or ? Ported, machined forks, alloy bars, Curnutts, plastic tank. (714) 633-3490. (46)

'73 CZ 250, $825
Ridden less than 2 hrs., honest! Has tank, Mikuni, pipe, etc. Evenings (213) 447-3772. (46)

'69 YAMAHA ENDURO '72 C-T 1 motor. Ported by Tom Turner, 21" wheel, fork kit, Curnutts. Fast and dependable, street legal too! $425. (714) 595-5737. (46)

'72, 125 YAMAHA ENDURO/MX. Ported, milled, Bassani pipe, 21" front, Filtron, bars, pegs, street equip. included. Fast and dependable, exlnt. cond., $375/offer. (213) 478-4827. (46)

'72 Husqvarna C.R.
"Showroom condition", nickel frame, 38 Mikuni, plastic fenders, ports matched, very fast, never raced, $900.00. (714) 535-1496. (46)

'71 MINI enduro, high compression head, Filtron, expansion chamber, offer. Steve, Jr. (213) 675-0236. (46)

MONTESA, '73 VR, excellent condition, must sell, make offer. (213) 377-2037. (46)

Honda Mechanic Wanted
Want out of the smog and hurry of the city? Large guarantee plus commission to qualified Honda mechanic. Hemet Cycle Center (714) 925-2607. (46)

Hodaka Tracker
Hodaka Short Track and TT winner. Alloy cylinder on total race motor with 34mm Mikuni. Also winner of two cycle show. A bike for a serious race in 100 class. Going pro so must sell, regretfully. Asking $650. Call Ed (415) 564-5164. (46)

'68 Greeves 250 MX Challenger
Excellent condition, new Mikuni carb., new knob., $325.00. Must see. Call Jim (213) 436-4730. After 6 p.m. (213) 425-1026. (46)

YAMAHA 3½ gal. gas tank, $25.00. After 10 p.m. (213) 281-9869. (46)

Trick CZ Plus Parts
Late '72 CZ 400. Bike has Femsatronic, Konis, trick tank, Mikuni, D.I.D., alloy chain guide and mucho more. Plus new spares worth over $500.00, including rod kit, pistons, brakes, magnetos, coils, shocks, etc. $1300.00. After 5 for details (805) 872-1038. (46)

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Broken Shoulder —Must Sell
'71, 250 AJS. Set up by Stormers, ported, Mikuni, very dependable, $450.00. (213) 325-3512. (45/TFN)

650 Triumph Dirt Bike
Redline frame, disc brakes, rebuild. eng., excel. cond., $1300.00. (805) 523-7537. (45/2x)

'73 HODAKA WOMBAT 125cc. XInt., xtras, street legal, $454. Aircraft clock, $25. Adj. bumper rack, $10. (213) 344-2528. (45/3x)

Aggressive Salesman
Unlimited opportunities. Fast growing Honda agency in Pomona Valley. Many benefits. Ask for Colman, Ontario Honda, (213) 331-7115 or (714) 983-1915. 1170 West Holt, Ontario, Ca. 91761. (45/2x)

LOUVER WINDOWS (15x20) for camper or van — now $10 ea. (213) 933-0673. (45/2x)

Bultaco Parts, Save
Up to 75% on good, used Bul parts. Any year, any model. (213) 896-6209. (45/4x)

'71 YAMAHA 250 MX. Lowered frame. Strong & reliable. Good condition, maintenance free. $475. (213) 894-0079. (46)

Vidic's '73½ Maico 250
Top condition, race ready, $1090. (213) 249-4420. (45/2x)

'71½ MAICO 250, NEW CLUTCH, new piston, xInt. cond., clean, reliable, never raced, $550. (714) 675-5491 eves. (45/2x)

Motorcycle Shop
Major stockholder Arizona's largest dirt bike store (Tucson). Will sell his stock & control. $10,000 cash, balance — terms. No coll. call. (602) 992-1745. (45/2x)

GONE to trials! Must sell immaculate Husky 400 (1971¾), $625 ¾ (714) 586-7951. (46)

Husqvarna
Guy Louis Motorcycles, 118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (TFN)

'72 CZ & '73 Monark
On sale. House of Honda, 49th and El Cajon, San Diego, Ca. (714) 286-3488. (45/3x)

'73 DKW Motocross, $575.00
'73 DKW, ported, Webco pegs, Filtron, trans. rebuild by American Motocross, 2 pipes, haven't ridden for 6 months. Cherry condition, very fast, excellent handling. (213) 866-0113. (45/2x)

'71 Bultaco 125 Sherpa
'71 Bultaco 125 Sherpa — sat for 1 yr., 4 races, new back tire, Monarks Girlings, super clean, $375. (213) 321-0282 or 324-4000 evenings. (45/2x)

'73 YAMAHA 125 in Maico frame, plastic tank, Barnett clutch, E.C. Birt pipe. '74 YAMAHA 125 minus engine and rear wheel, offer. (213) 679-2800. (45/2x)

Roadracer For Sale
TR2 Yamaha 350, mag wheels, fairing, disc., Kroeber, Vesco, worth $1,500, asking $750 or best offer — neat. (714) 638-9713. (46)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

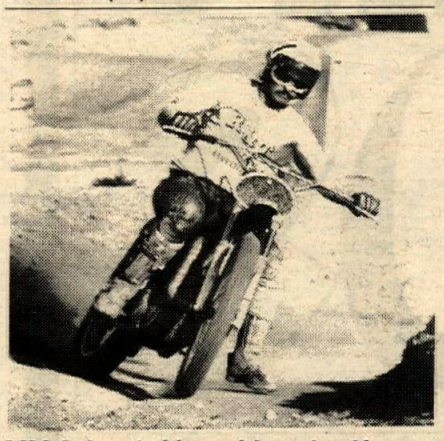
650 Triumph Dirt Bike
Redline frame, disc brakes, rebuild. eng., excel. cond., $1300.00. (805) 523-7537. (45/2x)

3 Rail Trailer
3 rail motorcycle trailer, perfect cond., 12" wheels, good tires, STRONG. '73 registration, see to appreciate. First $75 takes, must sell. Call (408) 659-4322 after 7:00 p.m. (46)

TR2B ROAD RACER PARTS: 250 Yamaha DS7, 350 Yamaha R5C, 1969 Triumph Bonneville, make offer. John or Wally (714) 792-1058 or (213) 478-5848. (46)

Brake Shoes Wanted
Linings not important — need CZ, Maico, Bultaco, Penton, Husky — will pay $2.00 a set. Call Earl, 7545 Industrial Way, Stanton, CA. 90680. (714) 897-9986. (46)

'72¾ Yamaha 360 Enduro
Showroom stock new condition. Latest reed valve engine. Only 1050 easy miles by 46 yr. old lightweight. No dents or bends. Always garaged under blankets. Extras, $650. (213) 378-2954. (46)



MX Schools Xmas Vacation!!
Give the motocrosser in your family a unique Xmas gift. Enter him/her in a two day professional motocross school instructed by Russ Darnell. Fee $25. Gift certificates available. Two dates Dec. 19-20 and Dec. 26-27. Call now!! (213) 367-1722. (46)

250 OSSA Stiletto, very trick, very clean, need money, $300.00. (805) 642-5458. (46)

125 Bultaco
Ported, TSS pipe, many other extras. (213) 349-6276. (46)

Wanted: Hard Top Roof
to fit on '55-'57 Thunderbird. Call, days (714) 638-3032, eves. (714) 842-5696. (46)

MV Agusta Sport
750cc, with fairing, immaculate. 1973 model only 4 mo. old, 2800 mi. Must sell, $4400.00. Riley T. Tharp, 8888 Pickwick Dr., Indinapolis, In. 46260. (317) 846-5115. (46/2x)

'71 Honda SL 125
XInt. condition, new knobby. Asking $295.00. (213) 445-4551. (46)

19 In. K&N Spool Wheel
19 in. spool wheel with alloy rim, 400x19 Pirelli, 14mm axle fits Bultaco, Ossa, Montesa, Yamaha, etc. Perfect shape, rarely used. $120 new, first $75 takes. Call (408) 659-4322 after 7:00 p.m. (46)

Hodaka 100, Super Fast
Just reed & port — never ridden or raced. Cerianis frt. & back, plastic tank, P.P., $375. Many extras. (714) 637-6283. (46)

Flying Machine Factory
1973 Penton — prototype, custom built — "695.00". See at "The Factory", 1418 W. 259th St., Harbor City, Ca. (213) 530-4656. (46)

'69 DKW
Just overhauled, clean, fast, and reliable, $295.00. (213) 360-8951. (46)

New Hodaka Sale
1 — 1974, 100B, $395.00. 1 — 1974, 125 Enduro, $550.00. (213) 337-6811. (46)

1971, 400 Husky
Excellent condition, engine recently rebuilt, no better buy, $725.00. (714) 529-7364. (46)

Husky 250
Late '69 — 6 port, only 5 hours on bike. Like new, never abused, absolutely immaculate — includes boots, gears, extra carb., silencer, etc. (213) 472-2541. (46)

1973 Bultaco 250 Astro
Like new — set up for trralling. (714) 547-6019 or (213) 244-0916. (46/2x)

'71 TRIALS Saracen 152, rebuilt, $325. '71 Honda SL-70, $195. (714) 828-6705. (46)

1973 SUZUKI TS-100 STREET-DIRT bike. Like new, really! $375 takes it anywhere. Call (213) 685-9030 days. Ask for Larry M. (213) 438-3032 after six. (46)

BIKE CARRIER: MOUNTS to bumper and frame, built of medium light gauge iron with loading ramp. Will hold ½ ton, strong enough for any bike, $50. (714) 960-1243. (46)

'72 Maico 250cc
Very good condition — Akront rims, plastic fenders, other goodies, $750.00. Also '72 YAMAHA 175cc, $300.00. (213) 442-1403. (46/2x)

He Did It For Gary Scott!
My 1971 Yamaha 125 FT & TT racer is clean, fast, dependable & built with the best!
P.S. It was built by Ed Hamond (Gary Scott's mechanic)! Must see & ride to appreciate — $450. Tony (213) 633-5100. (46)

Do It — Tonite
TM 400, 20 hrs. max. Never raced, frame mods, flywheel, Konis, Ceriani fork springs, skid plate — READY TO GO! $485. Call now or Monday. Gone ridin' Thursday thru Sunday. (213) 541-4279. (46)

Ariel Square Four
1952, completely original and fully assembled — Must sell, $800.00 or best offer. (213) 472-2541. (46)

1937 BSA 500cc single, handshift, $395. (714) 871-7738. (46)

Your 450 Husky Slow?
We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), $165.00. Malcolm Smith's K & N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Mechanic
Wanted Honda and, or Kawasaki mechanic. Experience only, top pay. Roy's Motorcycle, Santa Ana, (714) 531-0742. Contact Mr. Steiner. (33/TFN)

Become An Expert For $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

Noguchi-Yamaha 250
Must sell this super fast, light, strong, sharp prototype. See to believe. Call after 4 p.m. (213) 457-7209. (46)

Rocks Hurt
Lost chest pad out at Orange County Raceway says (Eat At Joe's) on the front. It's blue & yellow. If found please call (213) 332-7867. (46)

UTILITY TRAILER, home built, strong & light with excellent balance. 16" wheels & spare, good tires, 7½'x4½' bed with sides. $90 or offer. (714) 960-1243. (46)

Honda XR75 Like New, '73
Less than 150 mi., $325.00. Phone eves. (213) 925-0521. Many extras. (46)

'72, 250 DT2MX Yamaha, Fast
Just rebuilt, many extras, $600. Must sell, good buy. (213) 941-9876. (46)

'72, 250 CZ, $800.00
Sunburst head, reed, Mikuni, Femsa ignition, Konis, Akronts, alloy tank. Fresh — never raced, new Barums. (213) 862-7175. (46)

Jawa Speedway
Late model, new motor, extra 22" wheel, 3 new tires, dual floats, extra mag and more, $1350. (714) 531-2961. (46)

'72, 360 YAMAHA just gone through, $500.00. '73, 175 YAMAHA like new, only on street, T.O.P. (714) 776-1909 or 778-6684. (46)

'72 Bultaco 250 Pursang
Excellent cond., big tank, skid plate, Diamond chain, fresh engine & much more. Call me, I will tell all about it. $500.00. (714) 847-3801. (46)

Kawasaki 100 Centurion
Runs great — looks good, $310. (213) 541-1751. (46)

1973 HONDA XL 250, $700.00 or swap for 250 MX. (714) 835-6295. (46)

Welding and Cutting Units
and tanks, cart. All new, $155.00. McDonald Equipment, 1208 E. Rosecrans, Compton, Calif. (213) 636-2741 or (714) 524-1866. (46/2x)

'71 OSSA PIONEER, good cond., $475.00. HALLMAN leathers (new), 34 waist, $40.00. BOOTS, size 10, $12.00. (213) 596-3561. (46)

Oldie But Goodie
'66, 250cc Greeves Challenger, new clutch, P.P. fender, Mikuni carb., spark arrestor and more. Runs good, $250 or offer. Call after 6 p.m. (213) 542-3340. (46)

Barstow To Vegas Entrants
Photos taken between 1st and 2nd gas. For free proof, send name and bike number. John Daak, P.O. Box 397, Mira Loma, Ca. 91752. (46/4x)

Maico 360GS Enduro
Street and forest legal. Original owner, very low mileage and excellent condition, $395.00. Days (213) 247-1520, night (213) 249-6313. (46/2x)

'71 Bultaco "S" 100
Very fast and great handling, Pettys, Filtron, Akronts, $300. (714) 821-6247. (46)

'73 Husky 250 WR, 6 Speed!
Brand new condition, never raced. Used only for cowtrailing. Honda seals, skid plate, MX tank, brand new tires. Best offer. (213) 348-5540. (46)

YAMAHA Mini: supe it up, buy my MX goodies. (213) 675-0236. (46)

1973 YAMAHA 360 MX, looks and runs like new, extras, $775. (714) 824-0697. (46)

Husky — Bultaco
'71 — 400 Husky, bought new, '72, like new, $800.00. '72½, 250 Bul — 2 tanks, Pettys, ported, desert seat, Diamond chain — $600.00. (213) 335-0887. (46)

'72, 400 CZ
Only about 7 months old. Clean, alloy pegs, Mikuni, 350x21, K&N filter, alloy skid plate, very fast, $700. (213) 941-9722. (46)

'72, 175cc SUZUKI MX, shocks, gearing, engine kit — $400. (213) 868-0192. (46/3x)

'73 Honda CR MX 250
Ridden 4 times, must sell, $925.00. (213) 821-6157. (46)

HUSQVARNA 450 CR. Honda seals, ported, Curnutts, Mikuni, Filtron, $1100. (213) 596-2265. (46/2x)

Yamaha 100 MX
New top end, ported, all new bearings, knobby tires, new paint, very clean, fast and dependable, $300. (213) 638-8971. (46)

'73 TM 250 Suzuki
Very trick, new shocks, rear knob., mildly ported, 32 H.P., dyno tuned, plastic everything. Damn reliable, clean, $725.00. (714) 962-8732. (46)

'72 TS 250 Suzuki for Desert
P.P's, tool box number plate and tools, desert bars, Uni-levers, lowered frame, MX seat and skid plate, $550. Call after 6:00 p.m. (714) 838-0316. (46)

WANT ADS

Yamaha TA 250 Roadracer
Almost new 250 roadracer, only rode twice, new Yamaha fairing. Dunlops, extra gearing and parts, $1800.00. Before 6 (916) 391-8250, after 6 (916) 422-8483. (46)

400 Husky, $550
'69 Husky 400, new Akronts & seat, excellent, first cash takes. (714) 531-4514. (46)

'72 Yamaha 360 MX
Betor forks, Konis, new knobs, Diamond chain, excellent cond., $690. (714) 531-4514. (46)

El Camino '72
350, V8, 17 mi. a gal. AM-FM stereo, mags and new tires, $2700.00. (714) 524-6553, Gary. (46)

MOTORCYCLE MAIL ORDER BUSINESS. Did $100,000 gross this year. Must sell for health reasons. Over $30,000 in inventory. Call Bill (213) 353-1921. (46/2x)

1972½ Rickman 125
Less then ten gal. gas through bike, $575.00, extras. (805) 528-0775. (46)

1972 OSSA MAR trials bike, like new, 150 miles, $625.00. (213) 884-8512. (46/3x)

'73 OSSA 250cc TT
$900.00, save $183.00. DIRT BIKE WEST (213) 340-6521. (46/2x)

NEW VDO SPEEDOMETER, $19. Stock 125 PENTON cyl. head, $15. (714) 529-8762. (46)

'73, 125 DKW HORNET, excellent condition, super fast, Curnutts, Cross four, plastic tank and fenders, trick pipe, clean, and dependable, $525.00. (805) 483-0666. (46)

'72½ PENTON 125 B ENG. D.I.D. rims, Curnutt shocks, new bore; & tires, excellent condition, $550.00. (714) 828-3534. (46)

1970 YAMAHA 250 MX. Fresh engine, lowered frame, two pipes, two carburetors, misc. extras. Very dependable and looks great, $350.00. Call Scott after 6 p.m. (213) 375-9573. (46)

Hodaka Super Rat
"72" Hodaka with everything for racing. In ex. cond., Curnutt, porting, new knobby, everything new, $350. (213) 842-0707. (46)

'72, 250 CZ
Ready to race. Has all the extras and more. Call (714) 745-3100 or 747-0020. $650.00. (46)

Fast 175 Penton
1973, new 4.50 Trelleborg, Husky bars, Mettco pipe, very clean, dependable. After 6 p.m. (213) 275-3540. (46)

'73125BultacoPursang
Leaving town, $495.00 or ? After 6:30 (213) 342-9332. (46)

'72 Bultaco 250 Pursang
Rebuilt engine, skid plate, Weldon silencer, many extras, fast, $575. (213) 363-4038. (46)

'70 Yamaha 90 MX
Ported, custom up pipe & silencer, Filtron, 300x19 & 350x18 knobbies, Pettys, & more. Excellent condition, $300. (213) 360-6597. (46)

DT-1 GYT KIT, includes head, carb., pipe w/silencer, $25. DT-1 TORQUE downpipe w/silencer, $25 or all for $35. (213) 923-0580. (46)

'70¾ HUSQVARNA 250, 4 sp. — runs good, very clean. Must see! $650. (213) 722-3740. (46)

82L
In and out of berms with the greatest of ease, he's the daring young man on his flying CZ. Happy Birthday.

From Crash and Burn 259 (46)

Good Ol' Hodaka — Must Sell
Starts every time. Engine and other parts not so old. Great for Dad following kids. $225/offer. Call evenings & anytime weekend (714) 535-3337. (46)

'73, 250 Pursang, Sell or Swap
For CZ or Maico. Make me a deal! (213) 894-5669. (46/3x)

Hauls Bikes & Pulls Trailer
'68 El Camino, air, PS, 327, 4-speed, new paint, trailering package w/custom "Class 2" hitch and wiring, deluxe interior and exterior, vinyl top, Camaro rims, radio, much more, absolutely mint, make offer. (213) 880-5011. (46)

'73 Penton, Immaculate
Konis, Akronts, Filtron, E.C. pipe, new piston, $550.00. Steve (213) 788-1874. (46)

Sale Sale Sale Sale
'73 Monark 125 MX's, 2 left, $895.00. '72½ CZ 400, set-up for desert, $895.00. Yamaha SC 500cc MX, $900.00. Gemini 50's, $199.00. Gemini 80's, $249.00. Gemini/Monark of La Habra, 535 W. Whittier Blvd., La Habra 90631. (213) 697-3211. (46)

'71 Ossa Pioneer 250
Great dirt bike in great cond. Must sell, $595. (213) 333-9543. (46)

Elsinore 250
It has lowest model transmission, brass bushings, 4:60 rear tire, new Metzeler, well cared for, very clean, make offer. (805) 642-4014. (46)

'72, 400 Maico
Akronts, Trelleborgs, Yam. front hub, alloy extrns., new seat, tank, fenders, Wheelsmith pipe, pegs. Very clean, strong and reliable. $650 or trade for VW Van. (714) 897-4374. (46)

1971 BULTACO SHERPA T, 250cc, xlnt. cond., $450.00. (213) 884-8512. (46/3x)

'72 Husqvarna 250, 5 Speed
Fantastic buy! 95% stock, showroom cond. Must see, best offer. (213) 925-2921. (46)

CZ Cheap
1970, 250 CZ. Filtron, silenced down pipe, Akronts, Girlings, pegs, plastic fenders, Honda seals, runs super, looks good, $475 or best offer. (213) 368-1598. (46)

'71 Ossa Pioneer 250
Many extras, $425. '69 Kawasaki 90, street or dirt, $225. 3 rail trailer, $100. (714) 956-3226. (46)

Holiday Camper
1967, sleeps 4 — holds 2 cycles — $325/offer. (714) 524-2636 or (213) 371-3757. (46)

'69 YAMAHA 125 enduro, low mileage, $225.00 or best offer. (213) 249-9195. (46)

'73 INDIAN SE-74 MINICYCLE. 7 months old, Girlings, Pettys, desert pegs, Magura controls and quick throttle, heavy-duty clutch, good cond., $235. (213) 271-6157. (46)

1972 YAMAHA 360 enduro, good shape, extra tank, $475.00. 1-(213) 376-5256. (46)

125 Pursang
Super fast, many extras, good condition, must sell, $400. (805) 642-2591. (46)

'71 DKW 125
Curnutts, Akronts, Koba shift, P. Pettys, Magura controls, tied spokes, two sets of bars and filters, race ready, good trail bike also. Must test ride, $350. (213) 397-3674. (46)

'71 Puch 125
New top end, Akronts, 5-speed, $300. (213) 339-5787. (46)

3 Races, 2 Trophies
on my 1973 Honda XL 250. 6 mos. old, Funfast pipe, Skyway S/A, Cheng Shins, Circle sprockets, plus all street gear, $600. Evenings (213) 455-1450. (46)

'68 "SUPER" YAMAHA 80. VERY FAST, everything done to engine. Ported, racing piston, carb., etc. "Primo" condition, $200.00. (213) 866-0655 (Frank). (46)

CZ 1970, $500.00
360cc, excellent condition, all new engine, Rahm fenders and air box, 36 Mikuni, Konis, Akront, new Diamond chain, plus many more extras. Call (213) 833-5817. (46)

GS Sachs Engine
125cc Sachs GS engine, brand new, never run. Serious inquiries only. (714) 495-5172. (46)

* '73 TM 125 Suzuki, $495 *
Rahm fender, lever covers, excellent condition, and well kept! (714) 879-5037. (46)

'72 CZ 250
Electronic ignition, Mikuni, Bassani pipe, plastic tank & fenders, new tires, Girlings, looks good, runs excellent. More extras, all for $700.00 FIRM. (213) 549-1427. (46)

HUSKY 400, 5 SPEED, '72. Detailed — super clean, 0 miles on engine, just redone. Buy now — all wired & loctited, many extras. It's ready, $1050.00. (714) 546-9909. (46/2x)

1971 SUZUKI 125, Gyt kit & stock stuff, $225.00. (213) 867-6979. (46)

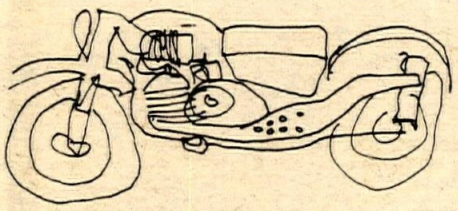
Thumper
BSA 500 Victor. Ceriani forks, Konis and much, much more. $450 or offer. (714) 453-5357. (46)

'71 & '72 HUSQVARNA 250s. Both excellent, many extras. '71—$550.00. '72—$700.00. Call afternoons (714) 825-0401, evenings & weekends (714) 783-2339. (46)

Happy Birthday 82 L
The future World Champion Motocrosser. Keep practicing.

Love, Mona (46)

Trick 125 Montesa '71 MX
250 front forks, Curnutt shocks, 30mm Mikuni carb., much more. Call (714) 998-0336. Price $450.00 or best offer. (46)



JOHN RICE made Number 1 on this Honda 350 dirt or could be converted to street. Big bore kit, K&H cam, fiberglass seat and tank, solid state, electrics, plus other goodies MC. Was rebuilt 11-73. $650.00. Call 423-4133 ask for John Rice. (46)

HONDA XR75, brand new, '73 O.R.V., 50 mi., $300.00. (Norco) (714) 735-4524. (46)

Joel Roberts 250 CZ ?
No. This '70 is better. Rahm fenders, Mikuni, Curnutts, D.I.D., Akront, Maguras, fresh engine, tires, and more. $600.00. Call Cliff, weekdays after 6:00 (714) 871-7621. (46)

Christmas For Your "Mint"
Indian 50cc Mini-Mini. Perfect for 4 yr. old and up. Excellent shape, $180.00. Call now or Monday. Gone ridin' Thursday thru Sunday. (213) 541-4279. (46)

MONTESA 125 COTA, BRAND NEW, 15 actual miles. Will sell or trade for equal value, prefer Honda CR 125 or any type 1973 enduro. (213) 691-2300. (46)

750 Kawasaki Factory R.R.
Freshly rebuilt, ready to race. (916) 331-8019. (46)

Working Parts Mgr.
Ten years with Honda dealers. Must support wife and three kids. Willing to relocate and work all hours. Call Ed (408) 227-4645. (46)

Speedway J.A.P.'s For Sale
Two J.A.P.'s complete and running with many spare parts. 50 gals. fuel, extra tires and engine parts. Both for $1100.00. First cash gets all. After 6:00 & wkends (714) 554-2198. (46)

'70 YAMAHA 125 enduro, clean, low miles, $300.00. (714) 735-2484. (46)

'69, 125 Yamaha Enduro
Dirt or street, $225 or offer. (714) 871-0151. (46)

Cheney*********$250*******
All new frame and swingarm for Yamaha, Kawasaki, Maico, Ossa. Alloy tank, seat, air box, complete. Ask for Mark (213) 591-1545 or (714) 536-6432. (46)

Happy Birthday Troy Bishop
Super Yamaha MX rider (available for sponsor, Dad going broke). Happy 13th birthday.

Mom, Dad, Loy Ann, Curt (46)

Watergate Special
"Flying Machine Factory". Uncle Donny gets the bugs out. (213) 530-4656. (46)

'73 YAMAHA 500 MX, excellent condition, $800.00 or best. (213) OX 2-2580. (46)

1972 RICKMAN Metisse motocross, with '73 Yamaha Noguchi kitted motor, $450.00. (714) 795-4493. (46)

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New Clearance Sale
1 — 1973, 175 Penton Jackpiner, $960.00. 1 — 1974, 250 CR Husqvarna, $1275.00. 4 — 1973, 500 MX Yamahas, $895.00. (213) 337-6811. (46)

1972 YAMAHA 100. Rigged for dirt, low mileage, $375.00. (213) 862-8361. (46)

'68 CT 90, EXCELLENT CONDITION, immaculate, must see to appreciate, $175.00. After 5 p.m., weekdays (213) 427-3445. (46)

'73 Montesa 250 VR
Raced once, runs good, clean, $850 or best offer. (714) 545-7216.

'72 YAMAHA MX. TWO TANKS, Konis, Filtron, Diamond chain, 450-18, 350-21, many extras. Must see, clean. $450.00 or best offer. (213) 790-3263. (46)

ALL-TERRAIN VEHICLE, excellent condition — $700.00 — or best offer. Call Bill (213) 353-1921. (46/2x)

'71½ Husky, Make Offer!
360 MX, W.R., Waters skid, Honda seals, new Girlings, extra parts, tools, manual, see to appreciate. $600.00 or best offer. (714) 870-5807. (46)

Righteous Yamaha
"71" Mini Enduro, J&R chamber, cut rotary valve, K&N air cleaner, new paint. Looks cherry, never raced, 8 year old owns it. $200. (213) 868-6549. (46)

1972 YAMAHA ENDURO street or dirt. 1700 miles, mint condition, $390.00. 1972 SUZUKI 90, like new, $250.00. (213) 377-6663. (46)

Supersonic '71 DKW MX
E.C. Birt barrel, head, and pipe. Curnutts F/R, plastic tank, Motoplat, trans. modified, original tank, extras. Tractable, powerful, reliable, $495.00. (213) 839-9446. (46)

'73 Yamaha 125 MX
Excellent condition, never raced, like new, $475.00. (714) 675-4797. (46)

'74 YZ 250 Yamaha
Ridden 6 times, fine bike. Must sell, fast, $1095. (213) 363-8432. (46)

Hondas: SL 90's, SL 70 MX
'69, SL 90 stock, street legal. '71, SL 90, bored, racing cam, pipe, pegs, immaculate. '72, SL 70, bored, racing cam, Bassani pipe, Monarks, Uni levers, K&N ported, knobbies, exclnt. cond. (213) 943-8811. (46)

Late Maico Frame Wanted
Late model Maico, any size. Engine is not needed & can be in any condition. Frame, forks & swingarm must be in absolutely perfect condition. (213) 363-4407. (46)

TM 125 Suzuki Pipes
At last a Jim Hoover clean sweep pipe for Suzukis at a low introductory price of $45. A must if you want to go fast. Tri/Suz. of Pomona, 1090 E. Holt, Pomona, Ca. (714) 623-4431. We will mail order. (40/TFN)

Penton
Guy Louis Motorcycles, 118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (37/TFN)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

Become An Expert For $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

Used Huskys
1 — 1972, 450 CR, new barrel, piston & pipe, $850.00. 1 — 1972, 400 CR, $895.00. 1 — 1971, 360 MI, $595.00. 1 — 1969, 250, 8 speed, $500.00. (213) 337-6811. (46)

'70 Kawa. Baby Greenstreak
Excellent condition, 0 miles on rebuilt engine, never raced, $295.00. (714) 529-7364. (46)

400 Husky 4 Speed
Excellent condition, reasonably priced. (213) 244-0916 or (714) 547-6019. (46/2x)

'71 Hodaka Super Rat
Clean, fast, & reliable, many extras, $295.00. (213) 360-8951. (46)

SL 100 Honda
Honda 1970, SL 100, very good condition, street legal, $200.00. (213) 337-6811. (46)

Wanted To Trade
BSA 500 dirt for street bike, 500cc or larger. (714) 453-5357. (46)

'72, 450 Husqvarna, $650
Good condition, runs great. Not ridden for 8 months, needs a rider. If you don't buy this, you're crazy! (714) 646-3732. (46)

HONDA 90 good cond. Wife's trail bike, street legal, $100. (213) 332-9901. (46)

'72 Speedway Bike
Race ready, 22" Akronts, spare parts, $1200.00. (714) 828-7837 or (714) 821-3408. (46)

1971½ YAMAHA 125, excellent condition, leading link, Curnutts, fast! $300. (213) 370-3972. (46)

'70 GREEVES Griffon, 250cc. Cherry condition, Cerianis, set for desert, $625. After 8 p.m. (213) 790-7811. (46)

'72 CZ 250, $499 or Best Offer
I need money now. Akronts, Filtron, M.V. pipe. P.P. fenders, new piston & rings. Runs better than new. Pair of T.H.-G.P. leathers, size 30, $35. (213) 672-5974. (46)

TWO RIDES: 21x300 Cheng Shin, $12. 4" Curnutts, $25. Bates belt, 32-34, $4. (714) 892-5020. (46)

250 Bultaco Pursang
Ported, pipe, Preston Pettys, special frame, spares. Also desert tank and skid plate. (213) 334-9830. (46)

1972½ CZ 125
Ported for reed valve, custom pipe, Mikuni carb., head milled, new Girling shocks, Akront rims, aluminum alloy tank, white, Rahm fenders, ex. cond. Sac. $575.00. (213) 431-1593. (46)

A Great Buy!
400 Husky, '71¾, exceptionally clean, many extras, $750.00. (714) 531-3982. (46)

'72, 400 CZ, $795
Bought new March, '73. Mikuni, Konis, Filtron, plastic fender & tank. Less than 25 hrs. You can't find cleaner. (213) 242-8302.

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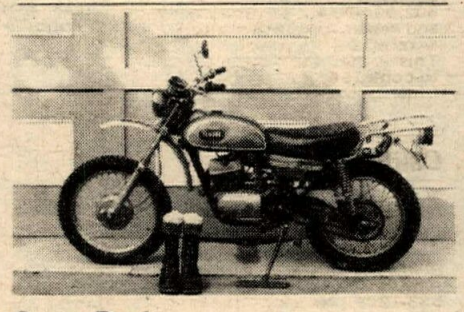

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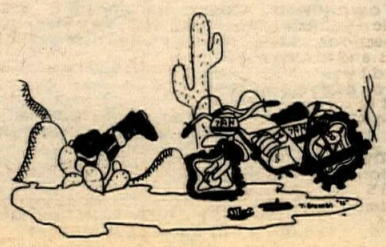

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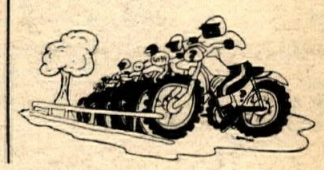

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